

ALL HANDS

A close-up portrait of a man in a military uniform, likely the Chief of Naval Operations (CNO). He is wearing a grey uniform jacket with a gold-colored shoulder board and a pocket flap. He has a serious expression and is resting his head on his right hand. The background is a solid blue color.

an interview
with the CNO

DECEMBER 1970





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1970

Nav-Pers-O

NUMBER 647

VICE ADMIRAL D. H. GUINN, USN

The Chief of Naval Personnel

REAR ADMIRAL SHELDON H. KINNEY, USN

The Deputy Chief of Naval Personnel

REAR ADMIRAL DAVID H. BAGLEY, USN

Assistant Chief for Personal Affairs

CAPTAIN W. S. BUSIK, USN

Dir. Career Information & Publications

TABLE OF CONTENTS

Features

Help Wanted: An Opportunity to Help Shape Tomorrow's Navy	2
Kickapoo — "He Stands Here and There"	8
Exploring the North (Via Submarine)	12
An Interview With the Chief of Naval Operations	14
Odyssey of an Oiler	18
To the Rescue: Roundup of Heroes and Helping Hands	20
The Seabees Live Up to Their Reputation	24

Navy News Briefs

28

Communications, Guide to Jobs, High Schoolers Prefer Navy, Cash Awards, Scholarships and College Loans, Insignia & Awards, Swaps for Officers, Reenlistment Eligibility, Dependents Overseas, Extending for VRB, USNA Appointments, Leave and Liberty, News for Junior Officers, Alien Registration, New Wave Director

Departments

From the Desk of MCPON	34
Letters to the Editor	62
Navy Humor	63
Taffrail Talk	64

Bulletin Board

A More Rewarding Career for Junior Officers	35
Shiphhandling Sweepstakes	37
Below Zone Promotions	37
Surface Warfare Officer School	38
The Winner: A New MCPON Selected	39
Seavey A-71: Heading for Shore Duty	40

Special Roundup

Navy Sports: 1970	50
-------------------------	----

John A. Oudine, **Editor**

Associate Editors

JOCS Dan Kasperick, USN **News (Acting)**

Ann Hanabury, **Research**

Michael Tuffli, **Art**

E. L. Fast, **Layout**

Gerald Wolff, **Reserve**

● **FRONT COVER**—The Chief of Naval Operations, Admiral Elmo Zumwalt, Jr., USN, is featured in this issue in an interview in which he discusses regulations affecting all Navymen.

● **AT LEFT: "VETERAN 66"**—A pen-and-ink drawing by DMSN Joseph Cochran, Tacron Eleven, shows HS-4's helicopter 66 on the deck of USS Iwo Jima (LPH 2) during an earlier Apollo spaceship recovery.

large corporation for long-term growth. sales executive with at least 5 years experience in consumer products thru retail (any); management of field sales; promotion "know-how" and capabilities. "Feel" for good styling and administration. For prompt consideration and employee benefits. For prompt complete resume, including salary history in confidence.

WANT TO GET INVOLVED?
THIS MAY BE JUST THE JOB FOR YOU.

LOOKING FOR A CHALLENGE
 Here's your chance to get into demanding, satisfying work essential to the future of large, professional organization
THIS JOB OFFERS AN OPPORTUNITY TO SERVE YOURSELF, YOUR COMMUNITY, YOUR COUNTRY
MAKE YOUR EFFORTS COUNT

CIRCLE THESE ADS

HELP

Carriers!!!
 January 1, 1971—it's revised I.C.C. Motor Safety forms available immediate delivery or pickup physical examination forms employment applications drivers daily log—etc.
REI
 71 W. 23 St.

TAX
CO
 Available now
 Subjects of Any Quantity.
 —Also Coated Fabric
 20 Years Experience • All Facilities
GEI CORP.
 BL 10MF
 (201) 509

ARE YOU DYNAMIC

- INTELLIGENT
- PERSONABLE
- LOOKING FOR A JOB WITH A FUTURE?

PROFESSIONAL ORGANIZATION BUILDING FOR THE FUTURE NEEDS MEN FOR IMPORTANT WORK INVOLVING CONTACT WITH THE PUBLIC

TALK TO YOUR CAREER COUNSELOR ABOUT A JOB IN NAVY RECRUITING

SALES/PROGRAM ADMINISTRATION MANAGER

electronics manufacturer needs aggressive resume sales/program administrator required, EE or equivalent incl.

ACT NOW

ALL HANDS

WANTED

IMMEDIATE OPENINGS
NEW YORK-DENVER
NEW ORLEANS-LOS ANGELES
and up to 850 other locations all over the U. S.

YOUR HOME TOWN
CHALLENGING-SEMI-INDEPENDENT WORK
Check into a job with the
NAVY RECRUITING SERVICE

EXTRA PAY EACH

MONTH FOR
SUPERIOR PERFORMANCE

\$30

HELP YOUNG PEOPLE PLAN CAREERS IN A

TRAVEL-ORIENTED PROFESSION

BE YOUR OWN BOSS
GO RECRUITER

DO YOU BELIEVE in what you're doing? (Or are you just putting in your time?)

If you're sold on the Navy, you may want to help sell others. There's never been a greater need for dedicated Navymen who can help young people plan careers in a professional Navy. Recruiting duty means an opportunity to be in on the ground floor in helping build toward a highly skilled career organization.

Right now the Navy Recruiting Service is about 45 per cent manned by volunteers. There's an all-out drive underway to raise that figure to 100 per cent . . . and to create an all-volunteer recruiter force to recruit the all-volunteer Navy of the future.

If you're a topnotch chief or 1st class petty officer (or an especially squared-away 2nd class), eligible for shore duty and fully qualified (see below), the Navy needs you in the recruiting field. Naturally, it's willing to give you a few extras for doing work that's so important. Like \$30 a month extra for superior performance. Like shore duty in New York City . . . New Orleans . . . Denver . . . Los Angeles . . . or maybe your home town. Like the chance to be your own boss . . . to tackle the job in your own way . . . to use your talents and creativity.

THE NAVY WANTS to get members of all racial and ethnic groups into recruiting. If you're Black, Cau-

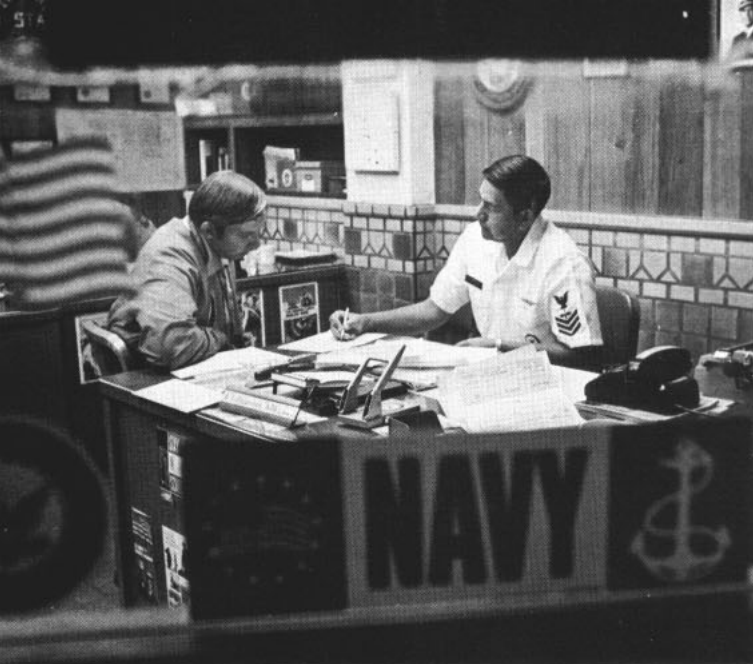
casian, Mexican American, Puerto Rican, American Indian, Mongolian or Malaysian, here's your chance to build bridges between your community and the Navy . . . to "turn on" the kid down the block to the educational and career opportunities of the naval service . . . to get him into a field with a future.

The top of the chain of command is sold on the need for topnotch recruiters. That means your efforts won't go unnoticed. Recruiters who do superior jobs will strongly benefit on their fitness reports and evaluation sheets. It's a good place to make a name for yourself: Admiral Charles K. Duncan (former Chief of Naval Personnel and recently promoted to four stars and the four-hat job of CINCLANTFLT-CINCLANT-SACLANT-CINCPACFLT), for instance, started his BuPers career more than a quarter of a century ago in the field of recruiting. At that time, early in his naval service, at the age of 32, he was to head what was known as the Officer Procurement Division. (Incidentally, more than 100,000 officers were commissioned while he served in this billet.)

WHO'S ELIGIBLE for recruiting duty?

- Nurses, Waves and officers with 1100 and 1300 designators are most likely to get the nod for duty as officer-recruiters.

- Enlisted men and women in all ratings are eligible



for recruiting duty in one of two forms—(1) recruiter-canvasser or (2) support.

• Support personnel include yeomen, personnelmen, storekeepers, disbursing clerks, hospital corpsmen, journalists and photographer's mates in pay grades ranging from E-4 through E-9. If you're selected for support duties, you can expect to be assigned to one of 37 main stations (see map) or to a larger Class A sub-station. (You won't be eligible for superior performance pay, however.)

Recruiter-canvassers are chiefs and 1st class petty officers in all nonsupport ratings. Outstanding 2nd class petty officers may also be considered for these assignments.

If you're chosen for a recruiter-canvasser billet, you'll report to one of the main stations after you've completed the seven-week Recruiter School at NTC San Diego or NTC Bainbridge. From there you'll probably be assigned to one of about 840 branch stations scattered all over the United States. (There's probably one in your home town.) You'll be pretty much on your own to develop new ideas and programs (although there will be someone nearby in case you need assistance). In six months you'll join an elite group of Navy-men (also including career counselors, recruit company commanders and survival instructors) whom the Navy pays extra for superior performance in key billets.

Whether you're a recruiter-canvasser or in a support billet, you'll enjoy a three-year tour of shore duty, unless the normal shore tour for your rating is longer. Then you'll receive the longer tour.



IF RECRUITING DUTY sounds good to you, the chances of getting such an assignment are better than ever—if you're qualified. Here's what it takes. You must:

- Be eligible for shore duty.
- Hold a valid state motor vehicle driver's license (and preferably a government driver's license, too).



Top to bottom: (1) A Navy recruiter enlists a man into the Navy's Nuclear Field Program. (2) Recruiter Chief Price tells students a little about Navy life. (3) Bob Boden of the El Monte Recruiting office chats with men of the San Gabriel Valley Company during sports weekend. Five recruiters from the LA area traveled to San Diego to visit men they enlisted. (4) Two of the Navy recruiters who visited the San Gabriel Valley Company during sports weekend cheer the men on during the tug-of-war contest. (5) While on recruiting duty in his hometown CSCM John A. Welch signed up these sailors.



- Have a clear record and evidence of financial stability.

- Have no speech defect or marked foreign accent.
- Be recommended by your commanding officer.

However, before your CO recommends you, he will evaluate your suitability for highly demanding, independent duty. A negative answer to any of the following questions may disqualify you for further consideration. Do you measure up? Do you have:

- Above-average character traits, sense of humor and forcefulness?
- The ability to present ideas to others persuasively, whether through personal contact or in writing?
- The initiative to meet the public and work independently?
- The background to converse intelligently about the Navy, general topics and current events?
- The ability to deal successfully with problems involving ideas and people?

If you can answer "Yes" to all these questions (and your CO agrees with you), then you're the man the Navy is looking for.

You may apply for recruiter duty when you submit your Seavey rotation data card. (Indicate "Recruiter Duty" as your broad duty preference; if you're sold on a job in Navy recruiting, you'll increase your chances of selection by indicating "Anywhere" under the area preference.)

TROPHIES HAVE BEEN AWARDED annually since 1964 by the Chief of Naval Personnel to outstanding recruiting districts. The three awards are:

- Outstanding Efficiency Trophy.
- Progress Trophy.
- Reenlistment Trophy.

The first goes to the area which excels most in the over-all recruitment of candidates for all programs; the second to the region that has made the greatest improvement during the year. The third is awarded to

Below: See the light! Seabees Need U. Below right: SMCS C. A. Solis of the Navy Recruiting Branch Station, Stockton, Calif., was presented with the Outstanding Recruiter Award by CDR D. J. Dimatteo, CO, U. S. Navy Recruiting Station, San Francisco, for his untiring efforts and success in recruiting the best young men and women for the Navy. Right: U. S. Navy Recruiting Efficiency Trophy goes to the area which excels most in the over-all recruitment of candidates for all programs. Middle right: U. S. Navy Recruiting Progress Trophy is presented to the region that has made the greatest improvement during the year. Far right: U. S. Navy Reenlistment Trophy is awarded to the area that has the best record for open rate and SCORE reenlistments.

the area that has the best record for open rate and SCORE reenlistments. (The accompanying map will show you where the recruiting districts are.)

Winners are selected by a board of officers convened by the Director of the Navy Recruiting Service.

The winning districts for Fiscal Year 1970 were announced late this summer. District Three (the South) was honored for the second year in a row for outstanding efficiency; District Two (the Middle Atlantic states) made the greatest progress; and District Eight (the Far West) took the Reenlistment Trophy for the third year in succession. (See box for the last five years' winners.)

WHAT DID IT TAKE to win these awards?

The official record shows only the statistics: number of reenlistments, percentage of quota, and so on. It's in the field—at recruiting stations large and small all over the United States—that one can observe the creative efforts of numerous dedicated Navymen. Among recent special projects and better ideas are:

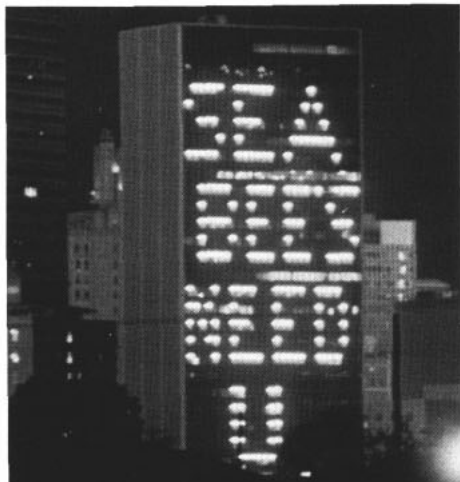
- A group of Navy recruiters from the Los Angeles area visited NTC San Diego to see how the recruits they had signed up were doing.

The five 1st class petty officers—Ron Miller of the Alhambra branch office, Bob Boden of the El Monte station, Louie Washington from Pasadena, Skip Webb of Azusa and Tyrone Carson of the La Puente office—arrived just in time for the recruits' sports weekend. The San Gabriel Valley recruit company they visited was composed mainly of men the five POs were personally responsible for enlisting.

The recruiters cheered on "their" company in the tug-of-war, rope climb and track and field events. To top off the day, they challenged the recruits to a game of basketball. (The recruits trounced them 70-50.)

Then they had time to listen to problems from recruits and the company commander.

When the five recruiters returned to their com-



munities, they could report to the recruits' parents first-hand on their sons' progress.

- Effective recruiting is often a matter of making arrangements to take advantage of local opportunities. At the station in Little Rock, for instance, Lieutenant (jg) Jack Sands and MMC (SS) Donald McClane helped set up a Nurse Corps counseling program.

They contacted Lieutenant Commander Louise Gray, Navy Nurse Programs Officer for the Seventh Recruiting District, and Lieutenant Jo Ann Hennessy, Navy Nurse Programs Officer in Houston, and invited them to visit Arkansas during a student nurses' convention at the state college.

ARRANGEMENTS WERE MADE for LT Hennessy to be interviewed on a noon TV program that was seen throughout the state. LCDR Gray was a featured speaker at the nursing convention, speaking on battle casualties and her experiences in the Republic of Vietnam. Both Navy Nurses met with prospective applicants during the convention and invited them to further informal discussions.

In FY 1969 NRS Little Rock enlisted three nurses into the Navy Nurse Corps. Since then (and because of programs like the above) they've signed up seven candidates and applications from eight more are being processed at BuPers.

- Parma, Ohio, celebrated "Chief Price Day" last March, honoring an outstanding Navy recruiter for his service to the local community.

Ship's Serviceman Chief Edward P. Price is an active member of a Parma church and on the Council for local Cub Scout Pack #365. He has taken an active part in educating Parma youth about the dangers of drug abuse, showing films and leading discussions at local high schools.

CHIEF PRICE received a Mayor's Proclamation of his Day, a City Council Resolution commending him for community service, and the Recruiter of the Year Award for Northern Ohio and Northwestern Pennsylvania. The honors capped a 22-year career of operating and managing commissary and retail stores in Morocco, Cuba and Sicily, as well as aboard several Navy ships.

- Public affairs is an important part of recruiting. In Dallas, for instance, two recruiters, one experienced in mass communications and the other in electronics, made a concerted publicity drive for Navy officer, WAVE and enlisted programs.

The results were about \$13,000 worth of free television time, one taped and one live radio show, major newspaper coverage and numerous speaking engagements in high schools, colleges and before professional groups.

UNDER A RECENT special program to obtain qualified construction workers for the Seabees, Chief Builder Neal Harris was assigned to a six-month tour of recruiting duty in Dallas. He helped familiarize all recruiters there with the Seabee program, interviewed applicants and worked with ST1 Steve Williams to launch a publicity campaign. The campaign involved

the use of newspaper feature articles, TV and radio spot announcements, talks with local union officials and advertising on one of Dallas' tallest skyscrapers, the 36-story LTV Tower.

- Even model-building can be used to promote Navy recruiting programs. In Omaha, Neb., for instance, EN1 John Kraft built a large model of the submarine *uss Will Rogers* (SSBN 659).

He used a wing tank, tin and odd scraps of plywood, plastic sheeting and wire. Once he had finished the model, two recruiters from Nebraska City immediately borrowed it for a local centennial day celebration. Their daughters rode the float during the town's parade.

Navy men at NRS Los Angeles constructed an even more elaborate float: a 1/16 scale model of the cruiser *uss Los Angeles*. Over 5000 manhours went into the finished product, featuring main turrets which train and fire blank 12-gauge shotgun shells, rotating radar, and signal and dress ship's flags.

NAVYMEN WHO WORKED on the model were Chief James Berry, MM1 (SS) Paul Ogas, PR1 John Mullen, EN1 (SS) William Bevis, SF1 William Turner, BM1 Jim Burgess, Tyler Clark and DM2 Richard Poole.



Here are the recruiting districts honored during the last five years for outstanding programs and accomplishments in Navy recruiting:

Year	Outstanding Efficiency	Progress	Reenlistments
1966	8th	8th	7th
1967	8th	7th	7th
1968	5th	5th	8th
1969	3rd	7th	8th
1970	3rd	2nd	8th

Mounted on a flatbed trailer, the model is ready for a long season of parades and public appearances in the greater Los Angeles area.

- An expert marksman found a way to use his talent for the benefit of his community and the Navy.

Chief Petty Officer Robert Bump is in charge of the New Castle, Pa., branch station and has become well known in his recruiting area for his marksmanship. (He's won second place in the Atlantic Fleet Rifle Championships.) He helps create good will by taking time to instruct Boy Scouts, gun clubs and individuals in safety precautions in handling guns.

Another Navyman, EN1 Lawrence Deiley, Navy recruiter in Woonsocket, R. I., put his imagination to work to win lots of free publicity for the Navy (and a free trip to Hawaii for himself).

His entry—entitled "The Polaris Submarine"—won first prize among 20,000 entries in a "Sundae Best" contest held throughout the New England states. The contest was for the most original design for an ice cream sundae.

- As a Navy recruiter, you'll become part of a local community, with an opportunity to do something for someone less fortunate. SMCS C. R. Solis, his wife

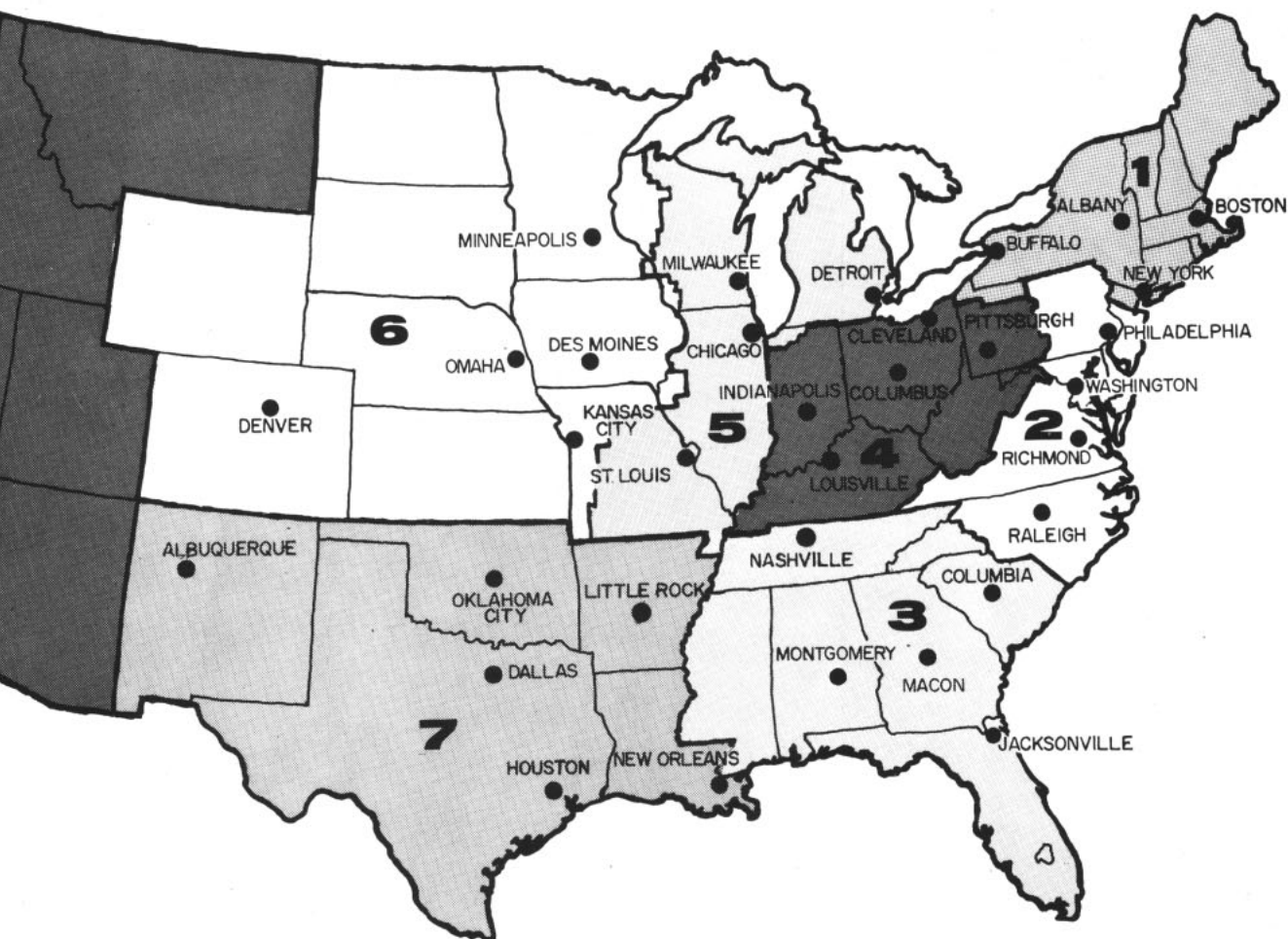
and the staff at the branch station in Stockton, Calif., for instance, organized a Christmas party last year for about 100 orphaned and underprivileged children in the area.

During the months before Christmas, they talked to merchants and managed to solicit six bicycles, three tricycles and \$1500 for gifts. They purchased and wrapped 450 presents, found a local restaurant to host the party, purchased ice cream and cake, rented cartoon films and donned Santa Claus costumes to distribute the gifts.

The result was lots of good will for the Navy and a merrier Christmas for a hundred children.

ARE YOU INTERESTED in joining this group of Navy-men (and hundreds more like them) who are putting their interests and talents to work in a field that's important for the Navy of tomorrow? The possibilities are as wide and varied as your imagination will allow. Whether your specialty is model-building or marksmanship, helping underprivileged children or coordinating publicity campaigns (or just sitting down with a cup of coffee and talking about the Navy), there's a place for you in Navy recruiting.

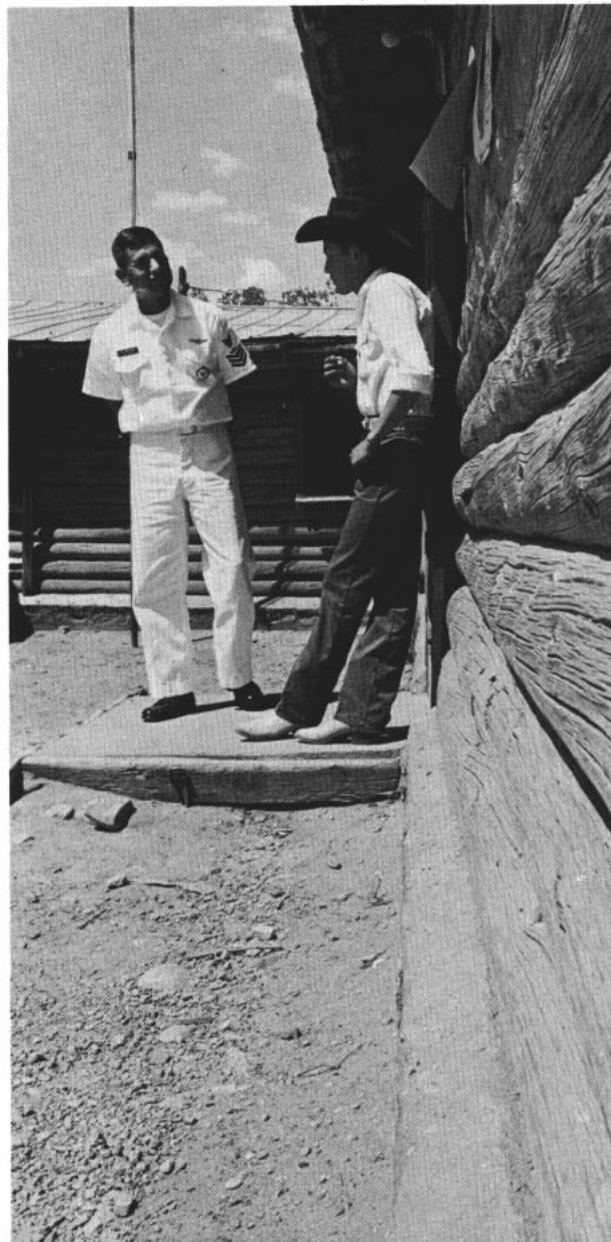
—JO2 Jim Shields





KICKAPOO..

**“HE
STANDS
HERE
AND
THERE”**



KEN WAHPECOME is a Kickapoo Indian. Translated, Kickapoo means "he stands here and there." And his job requires a certain amount of just that.

Wahpecome, from Shawnee, Okla., is the Navy Recruiter at Gallup, New Mexico.

Flanked on three sides by Indian reservations, Navajo to the north and west, Zuni to the south, Gallup sits just a few miles from the Arizona border.

As a trading center for Indians and ranchers, Gallup is a logical enough place for a Navy Recruiting Office. But as a Navyman, Petty Officer First Class Kenneth E. Wahpecome, at first, had misgivings about being so far from a nautical environment.

"The first time I drove into Gallup," remarked Wahpecome, "I had my doubts. I thought, what in the world did I get into here. Of course the people back at the Main Recruiting Station in Albuquerque didn't help matters much. All they would say about the job was: 'Oh, you're the fellow that's going to Gallup . . .'"

But after getting his tribe, two daughters and one wife (naturally), settled into their new home, any doubts he had about Gallup, or recruiting duty in general, faded.

I WAS A LITTLE SCARED at first," confided Wahpecome, "when I was ordered to recruiting duty. In my Navy job I had never been required to get out and meet people. I was never a mixer in the community. This has really been a new experience for me."

The Kickapoo recruiter arrived in Gallup "the middle of June. I have only been here three months now," he said. "And it's a challenge. People are really interesting when you have a chance to get out and talk to them."

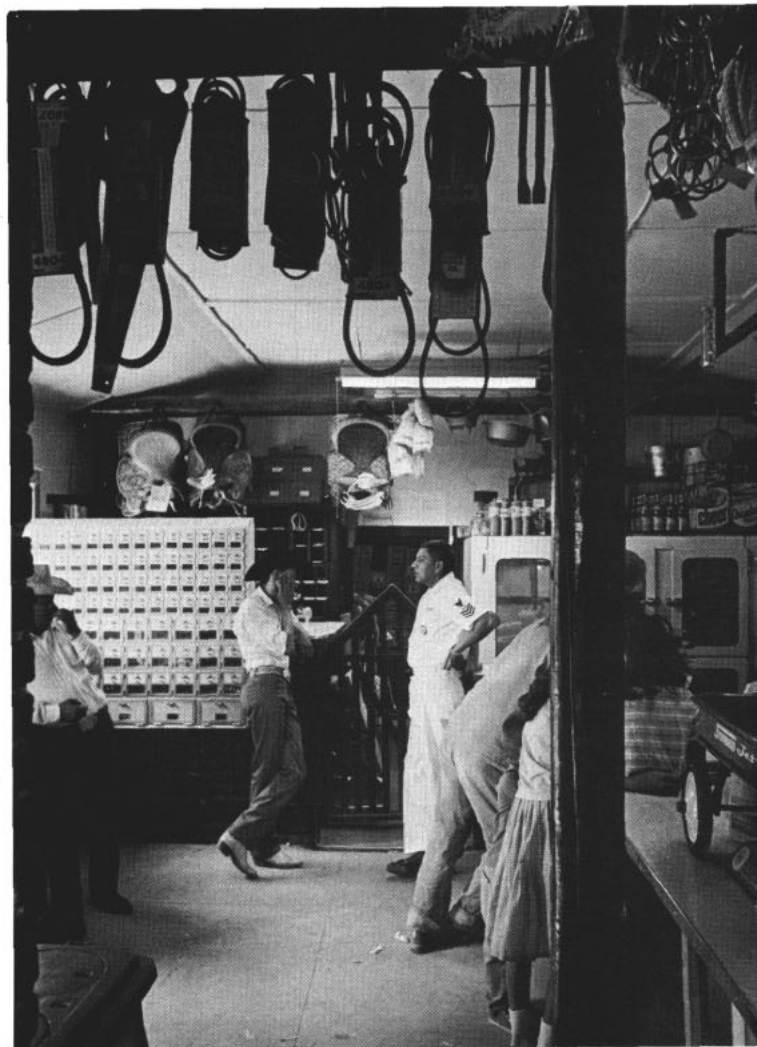
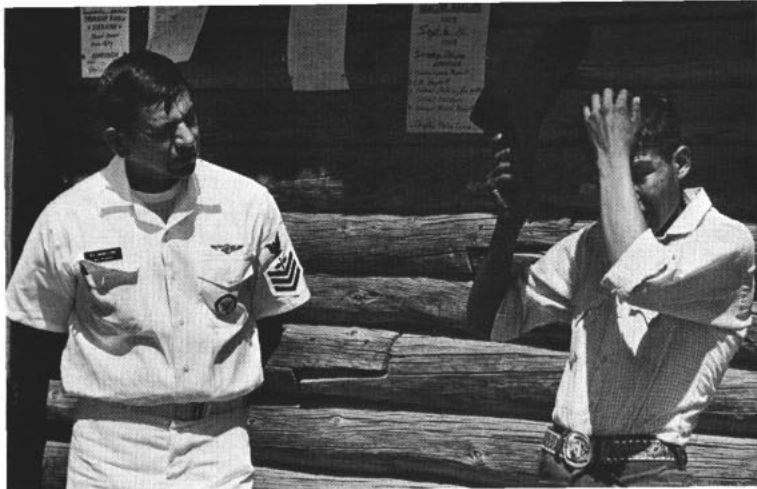
Having grown up on an Oklahoma reservation, it is easy for Wahpecome to associate, psychologically, with the young Indians who walk into his office at the "old Post Office building." And often he can see a reflection of himself in them.

"When one of them asks me why I joined the Navy," he remarked, "I just say that I got tired of looking at cotton fields."

"Here," he grinned, "they get tired of herding sheep."

"I saw the difference that Navy life can make for some people the other day," commented the Navy Recruiter.

"This guy came walking in here. And scroungy!!



Facing page top: There is a lot of wide open space around Gallup, N. M., and Navy Recruiter Ken Wahpecome covers quite a bit of it in the course of a week. Bottom: PO1 Wahpecome talks with Willard Elliot on one of his visits to Lukachukai Post Office and Trading Post. This page top to bottom: An interested Navajo ponders a question as he talks to the Navy Recruiter. (2) Trading posts or the local post office are often the most convenient places for Ken Wahpecome to meet a prospect. (3) Having grown up on an Oklahoma reservation, it's easy for Wahpecome to associate with the young Indians who come into his office at the "old Post Office building."





The Marine and Army recruiters looked at me and just shook their heads. As if to say, 'he's all yours, Ken.'"

"But the guy was back home on boot leave about two days ago, and he had really changed. The Army recruiter remembered the fellow, and told him. 'You really look sharp.'"

THE NAVY UNIFORM has not been seen much in landlocked Gallup and surrounding community. But the Navy's gregarious Kickapoo is trying hard to remedy that situation.

It is mainly a waiting game though.

On Wednesdays Wahpecome can be found in his second office at neighboring Window Rock, Arizona, waiting patiently for applicants. The Bureau of Indian Affairs at Window Rock—seat of the Navajo tribal government—provides the office.

On other days, the Navajo herding sheep beside the road might notice a grey carryall truck, with a Navy Recruiting Service seal on its door, raising a cloud of dust, as Wahpecome travels the largest Indian reservation in the United States. It covers 25,000 square miles, and portions of three states.

That same Navajo reservation, with over 125,000 residents is a glaring contrast to Wahpecome's tribe. "The entire Kickapoo population of the United States," said Wahpecome, "is about 2000. And," he added, "I am one of the only two Kickapoos in the Navy."

MANY FAMILIES live in isolated areas of Northwest New Mexico and bordering Arizona. Often the most convenient place to meet an interested party

would be the nearest trading post.

Some days Wahpecome drives as many as 300 miles of desert road, visiting places with such colorful names as Lukachukai, and Greasewood Trading Post.

"Normally," he explained, "I let individuals know, by mail, when I'll be at a given trading post. I say that I will be glad to talk to you about the Navy at that time."

Counseling young men can be a gratifying job. But, as surely as a young man gets the urge to roam; just as surely a mother will resent her fledgling leaving the nest. At times like that Wahpecome is apt to be the target of her indignation.

"I felt like a real villian once," recalls the Navyman. "I went out on the reservation to sign up this young fellow, and his mother wouldn't even come out of the backroom. Finally she did come out. Indicating a row of pictures on the wall, she said. 'Now you're going to take another son away from me.'"

TRADITION IS STRONG in the Navy, and many of its present customs have descended from the British. But one tradition the Recruiting Service has forsaken is the "Press Gang," that old British custom of sending out a gang of toughs to drag men off to sea.

Reflecting on the use of pressure tactics, Wahpecome said "My thinking is—I like the Navy. But I can't say that everyone is going to like it. So I tell applicants this. The pros and cons . . .

"I think that just being truthful with these guys has helped my effort here."

—Story and photos by PHC James E. Markham, USN.



Facing page: PO1 Wahpecome discusses the Navy with a potential enlistee. Above: A young man inquires about the Navy's Nuclear Field Program. Below: According to Ken Wahpecome, "Recruiting is a big challenge." Right: PO1 Wahpecome leaves his office at the "old Post Office building" Gallup, N. M., after a busy day.





Exploring the NORTH

CRUISING DEEP in the ice-covered Arctic Ocean on 5 Aug 1970, the nuclear submarine *uss Queenfish* (SSN 651) reached the North Pole.

The ship then came to the surface only 500 yards from the geographic North Pole.

Queenfish is the seventh U. S. Navy submarine to venture under the frozen wasteland and reach the pole. Her captain is Commander Alfred S. McLaren, USN.

Shortly after surfacing at the pole he said, "Our accuracy in finding the exact North Pole was due to our modern navigation system and a great crew."

CDR McLaren has made two previous polar cruises and did a thesis on the Arctic for his master's degree from George Washington University.

"One important part of our voyage was to follow carefully the track made by *uss Nautilus* on her famous first voyage 12 years ago," CDR McLaren said.

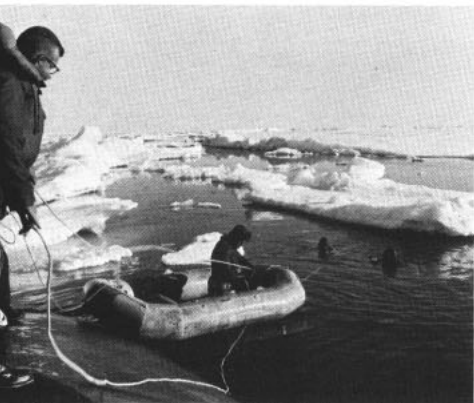
Scientists will be able to find changes which have

taken place in the ice profile by comparing data from the two voyages. "On *Queenfish*, we recorded oceanographic data such as sea and ice temperatures, location of ice formations, and soundings from the floor of the Arctic Basin," the captain explained.

"Besides gaining valuable knowledge about the Arctic Ocean, our voyage further proves the practicality of submarine operations there," CDR McLaren said, "adding to our defense of the North American Continent."

SUMMER WEATHER conditions produce breaks in the ice cover, forming small lakes. These openings are called polynyas. Nuclear submarines are able to travel freely under the ice for long periods. They do, however, come to the surface often in these polynyas.

This is done in a controlled vertical motion, and it is sometimes necessary to break through the ice near the surface. During the weeks that *Queenfish* traveled under the ice pack, she surfaced 24 times.



Above: LCDR Toby G. Warson explains the view he saw under the Arctic ice. He said there were no visible signs of life in the 27-degree water. Bottom left: Sitting on top of the world, the sub retraced the track of the famous first voyage of Nautilus in 1958. Queenfish reached the North Pole on 5 Aug 1970. Above right: Chief Quartermaster Jack Patterson, dressed as Santa, greets crewmen of SSN 651 at the North Pole.

On one surfacing, a family of three polar bears was sighted, and on another, scuba divers from the crew of the ship went down to observe and photograph the underside of the ice near the surface.

Santa was on hand at the North Pole (Chief Quartermaster Jack Patterson) for the ceremonies which consisted of reenlistments and the awarding of Dolphins for newly qualified submariners to wear on the trip home.

Queenfish is the third Pacific Fleet submarine ever to voyage to the North Pole. She was the first one to

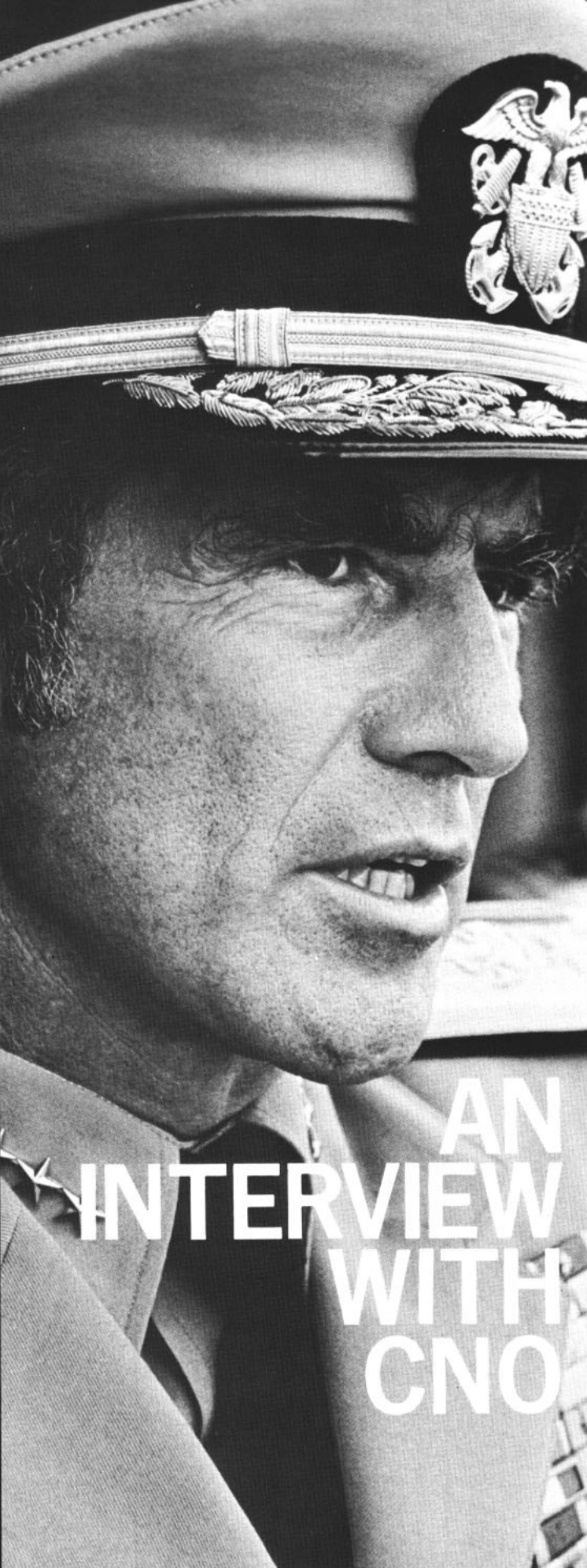
do so in eight years. The ship left her home port in Hawaii on 6 Jul 1970. Following a visit in Seattle, she and her 110-man crew were North Pole-bound.

AFTER THE TRIP the ship made a three-day port call in Nome, Alaska. The townspeople welcomed the Navymen and their unusual "underwater ship."

One old-timer stopped to talk with a crewman on the sidewalk. He asked, "How cold was it, and how did you keep warm inside that thing?" The crewman answered, "Not too cold in the summer—only about 30 degrees."

He continued, "The water was about 27, but inside the ship the temperature never went below 70. You see, besides temperature control, we have equipment which scrubs out the carbon dioxide and adds oxygen taken from seawater. A completely controlled atmosphere."

The old-timer shook his head slowly back and forth and said, "What a way to explore!"



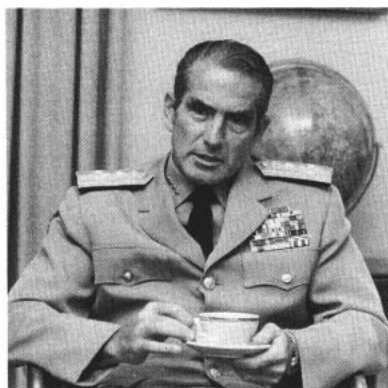
AN INTERVIEW WITH CNO

"Those demeaning or abrasive regulations generally referred to in the Fleet as 'Mickey Mouse' or 'chicken' regs have, in my judgment, done almost as much to cause dissatisfaction among our personnel as have extended family separation and low pay scales. I desire to eliminate many of the most abrasive policies, standardize others which are inconsistently enforced, and provide some general guidance which reflects my conviction that if we are to place the importance and responsibility of 'the person' in proper perspective in the more efficient Navy we are seeking, the worth and personal dignity of the individual must be forcefully reaffirmed."—Admiral Elmo R. Zumwalt, Chief of Naval Operations.

THE CHIEF OF NAVAL OPERATIONS has eliminated many of the "chicken" regulations which he believes have caused dropping retention rates and dissatisfaction among Navymen. Among new Navywide policies announced in NavOp Z-57 (10 Nov 70) are:

- Sideburns, beards and moustaches are authorized for Navymen. CNO stresses the need for command flexibility:

"In the case of haircuts, sideburns and contemporary fashions, my view is that we must learn to adapt



to changing fashions. I will not countenance the rights or privileges of any officers or enlisted men being abrogated in any way because they choose to grow sideburns or neatly trimmed beards or moustaches, or because preferences in neat clothing styles are at variance with the taste of their seniors. Nor will I countenance any personnel being in any way penalized during the time they are growing beards, moustaches or sideburns."

AMONG NEW Navy policies affecting leave and liberty are:

- Except in Vietnam (where special regulations apply), there will be no limitations on leave or liberty travel which imply a "generalized irresponsibility" of Navymen. More specifically, the requirements to certify the possession of sufficient funds or to acknowledge geographical limitations, as well as to produce personal property passes or walking chits, are eliminated.

- Overnight liberty will be routinely granted to Navymen and will not require special permission, except in extraordinary circumstances such as government-imposed curfews or extremely unsatisfactory surroundings (as determined by the senior officer present).

- In special cases involving foreign countries or

other services, where stricter standards of appearance and liberty are called for, the senior officer present may direct or grant authority to COs to deviate from the above policies. Likewise, these policies may be modified for Navymen in special circumstances, such as recruits, officer candidates and midshipmen.

THE CNO ALSO ANNOUNCED several new policies which liberalize the wearing of uniforms:

- Working uniforms, dungarees and flight suits are authorized in all naval commissaries, exchanges, snack bars, dispensaries, disbursing offices and other service facilities. No one will be denied entrance to these because he is in an "improper" uniform, as long as his clothing is clean, neat and in good condition. Regulations for dependents which are consistent with current fashions will also be adopted.

- The requirement for officers and enlisted men to shift into the uniform of the day for the evening meal will be discontinued, except for ceremonial and other special occasions.

- When optional uniforms are specified by area commanders, the choice will be optional to the individual Navyman and not to local commands, except in special circumstances (such as inspections) where uniformity is necessary.

- Informal, casual clothing, such as sports shirts, will be permitted in at least one room of every naval officer, CNO and enlisted men's club. At naval air stations, flight suits will also be allowed in at least one room of each club.

OF SPECIAL INTEREST to the Fleet's deck forces are two new policies announced by CNO:

- Ships will not be hastily repainted for visits by senior officers. In fact, CNO views the practice of hurriedly repainting rusted surfaces as a "reflection of poor command discretion."

- Navymen engaged in work which would unduly soil or damage uniforms should not be required to wear whites or blues. This applies specifically to linehandlers, refueling parties, and topside watchstanders and boat crews in inclement weather.

OTHER NEW POLICIES enumerated in the latest message from CNO are:

- The occasional practice of refusing to forward a request chit from an individual to higher authority will be discontinued. Personnel in the chain of command may disapprove, but not refuse to forward, a request.

- Motorcycles will be permitted entry and access to all naval facilities, under the same conditions as apply to automobiles. Safety regulations must be strictly enforced, but as long as headgear meets established safety standards, no motorcyclist will be penalized or denied entry to a naval facility because of the color of his helmet.

In announcing the new policies, Admiral Zumwalt emphasized that they reflect "a point of view and a general philosophy" which he hopes will be adopted throughout the Navy and which will be applied to "a much broader spectrum of personnel policies."



AN INTERVIEW WITH CNO

As a matter of interest to other Navymen, are your sideburns regulation?

"To the best of my knowledge and judgment, yes."
What's a rock club?

"A place where they can really rock it."

These were two of the questions to which the Chief of Naval Operations responded during a press briefing at the Pentagon in mid-November. The briefing had been called in response to queries by the press—civilian press and ALL HANDS. More than 50 newsmen who attended wanted to know from CNO himself if the stirrings they'd heard were true: The Navy is changing with the times and is giving strong consideration to the individual wishes of the Navyman.

The briefing was revealing. Not so much in what Admiral Elmo R. Zumwalt said about recent personnel actions—regular and recent readers of ALL HANDS already know about these—but in what CNO revealed about himself and the motivation for Z-grams.

ZGRAMS have been the result of two motivating factors: Admiral Zumwalt's personal initiative after having worked and talked with officers and petty offi-

watch bill to replace the four-section watches for ships in port); Z-12 allows enlisted men to wear civilian clothes aboard shore activities during off-duty hours and in mess halls during the evening meal; and Z-13 which said at least 50 per cent of a crew returning from overseas deployment should be granted 30 days' leave immediately.

ALTHOUGH THE ADMIRAL obviously thinks it was a good idea, he won't take credit for the "beer in the barracks" Z-gram (Z-35). This one was based on the recommendations of a Personnel Retention Board. But the philosophy behind it, as explained by CNO, is as follows:

"We recognize that the overwhelming majority of Navymen want to be—and should be—treated as grown, mature individuals who are concerned with order and discipline, but when appropriate, want to have the opportunity to relax and enjoy access to some of the facilities enjoyed by those outside the Navy."

Over the years, Admiral Zumwalt has learned that the little things individuals face each day have considerable—in many cases all important—bearing on the chances that potentially good Navymen will stay for more than one enlistment. And nobody is more interested in keeping good Navymen in the Navy than is the Chief of Naval Operations.



cers in the field; and studies and recommendations by retention boards.

Under the first category are such Z-grams as Z-7 which directed commanding officers to institute a sponsorship program for incoming Navymen and families. This arrangement had previously been limited to overseas shore stations. Now, transferring commands send pertinent data on the Navyman and his family to the new command, which in turn provides information on the new area and assigns a Navy family as sponsor.

Other examples of Z-grams based on Admiral Zumwalt's personal insistence include Z-25 (six-section

"Reenlistment rates have proceeded at a downward trend and this must be reversed."

CNO has learned from his own experience that "chicken" practices at the local command level can take much of the blame.

"Chicken regulations really have never been prescribed by the Navy, but rather have mainly been matters of confusion of interpretation. For example, a senior officer present can specify the uniform-of-the-day, but one commander prescribes one thing and another something else."

The result can be confusion for the Navyman who must live by rules that have been interpreted—but not

prescribed—by higher-ups.

"Optional," said CNO, "should be for the individual Navyman to define."

ASKED IF the Navy has a "race problem," and if so, what the Navy is doing about it, Admiral Zumwalt was frank:

"We do to some extent, and we're trying to find out how serious it is and how best to resolve it."

A retention board which meets weekly discusses matters of racial interest and gives CNO and the Secretary of the Navy "cold turkey" reports—"there is no scrubbing," said CNO—and makes recommendations of steps that should be taken.

Problems aired so far have pointed out, for example, that cosmetics manufactured for blacks are (were) not available in the exchange.

"No one had ever paid attention to this," said CNO.

Hopefully, any underlying and "perhaps truly bitter" feelings that Negroes have will be brought out by the retention board, which includes Negro officers.

"I plan to meet with black officers and their wives, and black enlisted men and their wives," the admiral said, and added: "I have a lot to learn."

The admiral also pointed out that Filipinos have to some extent experienced "professional discrimina-

He concluded, among other things, that as much as the Vietnam situation is discussed in regard to the thinking of young people, some 95 per cent of the Navymen who served there during his tenure found the duty meaningful and important, and that "the Navy has never had a shortage of volunteers who want to serve in Vietnam."

Clearly, Admiral Zumwalt wants to put "challenge, zest and fun" back into the Navy for the individual.

"Sure, we have problems, but our problems in most regards are no worse—probably less severe—than the same problems faced elsewhere."

How have commanders in the field (Fleet) reacted to the Z-grams and other changes?

"Perhaps 10 per cent have reservations about our approach, but certainly 85 to 90 per cent are aggressively pursuing the goals of our retention program. I have met with as many unit commanders as possible."

IS THE PRESENT TONE, or approach, unique? Is this the first time the military has taken cognizance of the views of its young people?

Admiral Zumwalt confessed that he was not a historian and then corrected an inference by pointing out that steps that are being taken are in "the interest of making Navy life more attractive not only for the



tion," but that this kind of disparity also is on the way out.

"Today, more than 10 per cent of the Filipinos in the Navy are in ratings other than Steward." Every encouragement is given to the individual, and administrative action is being taken, to make service in any given rating available to a qualified individual.

ON THE SUBJECT of Vietnam, CNO told newsmen that when he was Commander of Naval Forces in Vietnam before moving to Washington in his present capacity, he made every effort to spend "part of every day in the field with officers and petty officers."

first-term or one-enlistment Navyman, but for career officers and petty officers as well.

"I have been interested in humanizing the Navy ever since I was an ensign. I think the real emphasis should be on people—people across the board."

CNO sees plenty of room for improvement, and is taking steps quickly and positively.

He believes the Navy has "fewer problems than the civilian community," and "a wonderful background of tradition," which makes it all worthwhile.

—JOCS Dan Kasperick
and JO2 Jim Shields, USN.



Odyssey of an OILER

DURING WORLD WAR II, a Fleet oiler was commissioned at Baltimore, Md., and tasked with the mission of replenishing ships in the Western Pacific. Today, 27 years later, she still carries out that vital mission.

uss *Caliente* (AO 53) operates off the Vietnam coast, replenishing U. S. and allied ships with fuel and supplies.

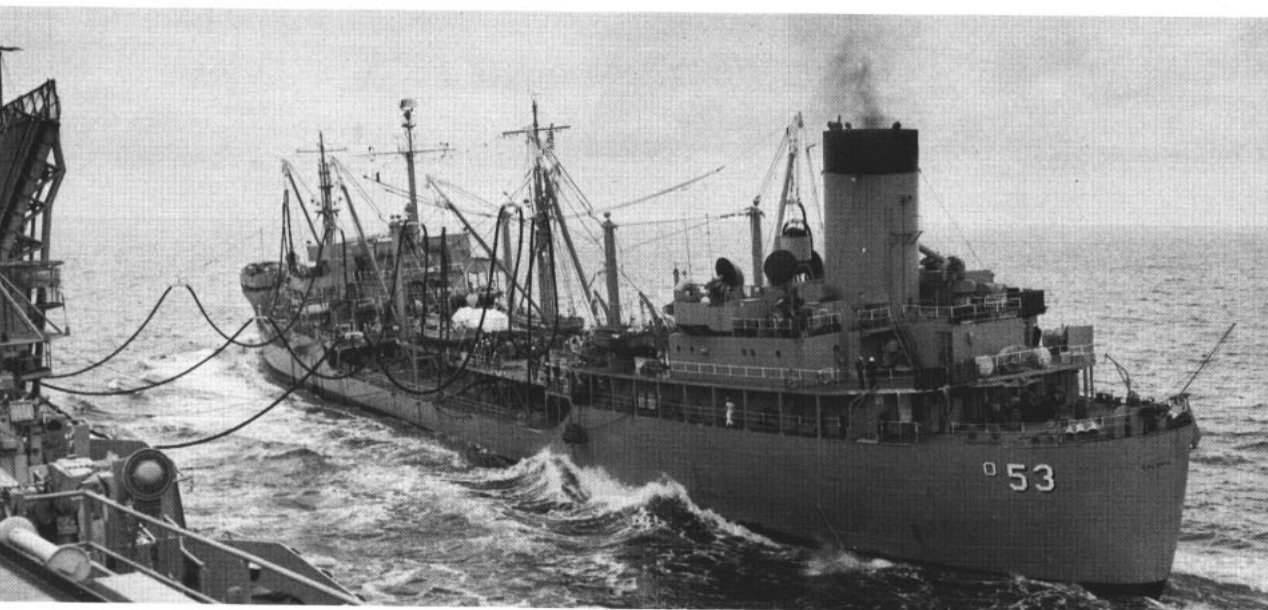
"*Caliente* has come a long way since her first under-way replenishment in 1943," stated Captain Owen H. Oberg, Commanding Officer.

"With the Navy's overhaul programs and the quality of people we are provided, she has the ability to journey a long way again."

Not only has *Caliente* come a long way—approxi-



Facing page: Manning the rail for replenishing exercises, the safety observer checks the refueling rig aboard the oiler USS Caliente (AO 53). Above: Crewmen aboard AO 53 work the lines during highline and replenishment off the coast of Vietnam. Right: Looking more like spacemen than sailors, navymen on the oiler talk on sound-powered phones as the ship goes to general quarters. Below: USS Caliente (AO 53) has been providing service to the Fleet for more than a quarter of a century.



mately three million miles, or 12 times the distance from the earth to the moon—but also she has transported and transferred enough fuel to the Fleet to keep each 1970 U. S.-made car on the road for the next 10 years. *Caliente's* crew can also boast of having seen combat action ranging from World War II to the Vietnam conflict without sustaining major injuries.

DURING THE EARLY CENTRAL Pacific campaigns of WW II, when she served as flagship of the oiler fleet, *Caliente* had her first taste of combat. She had the responsibility of replenishing fast striking forces from Hollandia to the Marianas, and saw plenty of action in the 1944 Saipan invasion and the Battles of the Philippines. Oilers nearby were dive-bombed,

and one of *Caliente's* sister ships was sunk by a mid-geet submarine, yet *Caliente* was destined to live for more than a quarter of a century.

In postwar days, *Caliente's* wake criss-crossed the globe from Japan to Virginia and Morocco to California. She did her job in such exotic-sounding places as Ras Tahura, Bahrein, Tangiers, Gibraltar and nearly all Far East seaports. She is an extremely well traveled lady.

The Korean conflict kept *Caliente's* crew busy. The men transferred more than three-quarters of a million barrels of fuel to more than 250 United Nations ships, and transported nearly a thousand passengers, along with 5000 bags of mail and 60 tons of Fleet freight.

—JO1 Milt Harris, USN.



Above left: Members of the Navy Desert Angels carry out a search and rescue training mission, practice placing an injured man in a stretcher. Above right: Simulated emergencies keep the Desert Angels sharp. Below left: The Navymen often travel uncharted Nevada roads to the site of an emergency. Below right: A simulated mission complete, a member notifies base station.

TO THE

Desert Angels, Navy-style

The terrain around Fallon, Nev., is mostly sand dunes and alkali flats. In the summer the temperature frequently rises above 100 degrees; along the highway it's often 100 miles between gas stations. A flat tire or breakdown here can be dangerous.

That's why a group of Navymen stationed at NAAS Fallon decided to form a search and rescue association to aid travelers who were stranded or lost. The Navymen call themselves the Desert Angels and they can field half a dozen jeeps and pickup trucks within half an hour after they get an emergency call.

There are 15 Navymen in the association, most of them 1st and 2nd class petty officers. Several have had training in first aid and survival. The naval auxiliary air station gives them a place to meet and time off from work when necessary to respond to an emergency.

A mission begins when someone notifies the local sheriff or the OOD at NAAS Fallon of a missing person. A couple of phone calls later, club members are on their way to a rendezvous point near the search area. A base station is set up, team leaders take over and the Navymen spread out in a search pattern to comb the area. They keep in touch, using the citizens' band radio sets in every vehicle.

Members (and their wives) at the base station monitor radio calls, relay information to and from the sheriff and the OOD, alert the base dispensary or local hospital if necessary and keep relatives informed of the progress of the search.

RESCUE

**A lonely desert, a drowning man, a child's cry . . .
Navyman with first aid training step forward
and move quickly to save lives in emergencies.**

During the last year the Desert Angels have been called out three times. The first time it was the sheriff who had gotten a call from the parents of two boys who had gone duckhunting at a nearby lake and not returned. Club members finally found them about 0300, walking along a dirt road toward town. They had left their pickup stuck in the sand.

The next call began a two-hour search for an elderly Fallon couple, missing overnight. They were a little hungry but otherwise unharmed when searchers found them asleep in their disabled vehicle.

The third mission was initiated by the OOD, after three Navy seamen were reported lost in the area. The three had called for help from a railroad line box, after their car had bogged down in an alkali mud flat and they had wandered in the desert for most of the day. Club members took them to the base dispensary to be treated for sunburn and blisters. Then they towed out the car and loaned the seamen enough gasoline to make it back to Fallon.

When they aren't saving travelers or on duty, the Desert Angels are involved in several other projects. For one thing, they're training in scuba diving, so they'll be ready if there's an accident at one of the nearby recreational lakes. They are also helping to eliminate safety hazards around several nearby abandoned mineshafts and are holding a clean-up campaign to keep the Nevada desert unspoiled. They're making a real contribution to their community.

—Story by WO1 Robert D. Russell;
Photos by PH3 Charles Hughes.

Corpsman Helps Save Baby

Ray Gilchrest's baby son had been pulled from the water. He had stopped breathing. Ray was working feverishly to save his life.

If he had had time to think about such things, he could hardly have made a better choice of a man to help than the Navyman who happened to be driving by — Senior Chief Hospital Corpsman Bobby Roper, who as a qualified diver is especially expert in preventing drowning.

Chief Roper was out for a drive that Saturday afternoon in Middletown, R. I., with his four children. Suddenly young Mike Roper cried:

"Hey, Dad! They're pulling a little boy out of the brook!"

Chief Roper stopped the car and ran to the scene.

Ray Gilchrest was applying artificial respiration to his 17-month-old son Dave. Another of Mr. Gilchrest's 12 children, 16-year-old Mike, had rescued the baby from swift, rain-swollen Bailey's Brook.

When Chief Roper arrived, little Dave was unconscious. He had stopped breathing and his face had turned blue.

The corpsman took over and began giving the boy mouth-to-mouth resuscitation. He recalls that it "seemed like forever" before normal breathing returned.

Soon the police and fire department rescue squad arrived with a respirator and took the baby to a hospital, where he was kept for observation and later released.

In the excitement, Mr. Gilchrest asked Chief Roper's name, but later couldn't remember it. First newspaper accounts of the rescue called the Navyman an "unidentified passing motorist."

But the next day his part in the rescue became known after Mrs. Roper and Dave's aunt met by chance at church.

According to Mr. Gilchrest, Chief Roper was mainly responsible for his son's recovery.

On his part, the modest Navyman only agreed to tell his story when it was pointed out that it could encourage others to get involved as he did.

Chief Roper wasn't looking for publicity. For him, saving the life of a boy was its own reward.

Navyman Saves Child's Life

"I saw sparks coming from the fence. Fortunately, because of my past training I knew immediately what had to be done. Most people didn't know what was going on."

Seaman Apprentice Walter Rivers was telling about how he saved a seven-year-old girl from electrocution in Corfu, Greece, this summer.

The girl, Julianna, had touched a charged fence in the downtown square of the resort city, and had fallen unconscious.

As crowds stood by, the U. S. Navyman checked her heartbeat and gave artificial respiration. After his actions revived her, she was taken to a hospital.

After the incident, SA Rivers just walked away. Police stopped him later and brought him to the hospital, where Julianna's mother praised the "courage, selflessness and presence of mind of this gallant sailor."

For his heroism, Rivers was named "Sailor of the Month" by his ship, the ammunition ship *USS Butte* (AE 27). His captain told him: "Your action personifies the

TO THE RESCUE (cont'd.)

traits the United States Navy seeks to develop in its personnel."

He was also honored at a reception given by the Greek navy—and, naturally, was a welcome guest at Julianna's home.

The Navyman, who hopes to become a doctor someday, says he learned first aid as a student at Julia Richman High School in New York, as an ambulance assistant at Metropolitan Hospital, and in the Navy.

"I didn't forget what they had taught me," he said.

Little Julianna can be glad he didn't.

Drama at Three Tables Beach

It began as a family outing to the beach. It could have ended as a tragedy if two Navy chiefs hadn't been on hand.

Senior Chief Robert N. Clapp and his neighbor, Chief Ronald J. Dill, both aviation ASW technicians, were relaxing with their families on Three Tables Beach in Hawaii, where both are assigned.

Then one of Chief Dill's children came running to tell the chiefs that a little boy had been pulled from the water.

Both Navyman ran to the scene. Three-year-old Derek Worthington had stopped breathing and had turned blue.

Senior Chief Clapp began mouth-to-mouth resuscitation while Chief Dill massaged the boy's chest.

By the time the fire department rescue squad arrived, the chiefs had the child breathing and had wrapped him in a blanket. He was taken to a hospital and reported in satisfactory condition.

"Fate works in strange ways," AXC Dill said afterward. "We almost did not go to Three Tables that day because it is so far from our homes." He is assigned to Patrol Squadron 6 at NAS Barbers Point. AXCS Clapp is attached to the air station.

"I never thought I would see the day that I would be glad to hear a child cry," said Senior Chief

Clapp, the father of three, "but it was a happy day in my life when this one did."

Rescue in the Pacific

U. S. Navyman George E. Austin has received a certificate of commendation from the police of Ibaraki Prefecture, Japan, for saving a Japanese man from drowning in the Pacific Ocean.

The American petty officer, stationed at NAS Atsugi, Japan, was camping on the beach near Tarai, 95 miles northeast of Tokyo, when the incident occurred last summer.

Austin noticed that a boat carrying three people had capsized offshore. He immediately swam toward the boat, passing two of the boat's occupants who were already swimming safely to shore.

He placed a life preserver around the third man and helped him to the beach.

Austin is a qualified water safety instructor and has had a part in other rescues in both Japan and the States.

PG 99

OPERATES AS PLANE GUARD

PG stands for Patrol Gunboat. Now it might mean Plane Guard.

uss *Beacon* (PG 99) has been operating in the Pacific with the attack carrier *uss Kitty Hawk* (CVA 63) as a plane guard—on

station astern of the carrier to pick up pilots in case of mishap. Destroyers usually perform the duty.

According to observers of the experiment, the maneuverable, fast (0 to 40 knots in a minute flat)

Above: Dwarfed by *USS Kitty Hawk* (CVA 63), *USS Beacon* (PG 99) takes on fuel. Center right: PG 99 hooks up with CVA 63 for an experimental underway refueling. Far right: *Beacon* takes some heavy seas in her inaugural assignment as plane guard for *Kitty Hawk*.



"I must say I am a little embarrassed about the award," he said. "When you're trained to do a job, you don't expect to be rewarded."

He Heard a Cry for Help

When Seaman Michael T. Ritchie was awarded the Navy Commendation Medal in September, he had the double pleasure of receiving his award from a Cub Scout whose life he had saved, and of, in effect, repaying a favor he himself had received from a Navy rescue helicopter only a few months before.

Seaman Ritchie and a couple of his off-duty shipmates from USS *Impervious* (MSO 449) were sitting on a pier at Hickam Harbor Beach in Hawaii one afternoon last April, when they heard cries for help. Timmy McChain, 8, had been playing on the beach near his family when a huge wave reached him. Before anyone noticed, the strong winds and currents had swept him out to sea. He was 250 yards out when Ritchie heard his cries.



Seaman Michael T. Ritchie received the Navy Commendation Medal at Pearl Harbor for his heroic action in the rescue of Cub Scout Timothy McChain.

Even before his friends figured out what had happened, Ritchie had run down to the end of the pier, taken off shirt and shoes, and dived in. He returned with the boy, frightened but unhurt.

"When I heard the boy calling for help, I knew what had happened. I also knew how he felt because the same thing happened

to me three months ago. I lost my surfboard and was swept a mile and a half out to sea; after almost four hours out there, a Navy copter spotted me and picked me up."

gunboat worked well in her escort role with the attack carrier.

A gunboat can often reach a downed aviator faster than a destroyer, and her small size (165 feet long) and 28-man crew make

her cheaper to operate than a 250-man, 376-foot destroyer.

As for speed, few vessels can compete with a PG. *Beacon's* power plant includes two diesels for cruising—but also a gas turbine en-

gine using a gas generator basically the same as an F-4 *Phantom*.

Beacon uses the same JP-5 jet fuel *Kitty Hawk* gives her planes, so she can come alongside the carrier for a drink any time.



THE SEABEES THEIR

SEABEES don't have to go to the Republic of Vietnam to find a challenging assignment. It can usually be found anywhere around the world where mobile construction battalions are at work. But there's no doubt that one of the Seabee's biggest challenges, and greatest accomplishments, has been in Vietnam, where they've completed what Admiral Thomas H. Moorer,

Chairman of the Joint Chiefs of Staff, has called "the largest single construction program undertaken in the history of the world."

The hundreds of miles of roadway and bridges the Seabees have built in Vietnam have kept supply trucks rolling and farmers' produce in village marketplaces. Seabees have helped the Vietnamese people



Vietnam THE ROADBUILDERS

Roadbuilding is never an easy task; it doesn't make it any easier if your bulldozer hits a mine or the monsoons wash away the roadbed. But Seabees have been building roads throughout the Republic of Vietnam, roads necessary for the transportation of supplies and the movement of people.

A detail from Mobile Construction Battalion 62 has been working on a six-and-a-half-mile stretch of roadway in Quang Nam Province

since late spring. They're rebuilding old French route LTL-4, once a heavily-traveled road into the western agriculture regions.

The first step in rebuilding the roadway was careful planning. Horizontal and vertical curve designs had to be drawn up, earthwork computations and cost estimates made, and separate phases of the operation scheduled to insure maximum use of equipment and manpower.

While engineers were drawing up plans, equipment operators used bulldozers to clear and grub the flat terrain along the right of way.

Since LTL-4 passes through territory occupied by hostile forces, the right of way had to be guarded 24 hours a day by Vietnamese troops and Marine advisors.

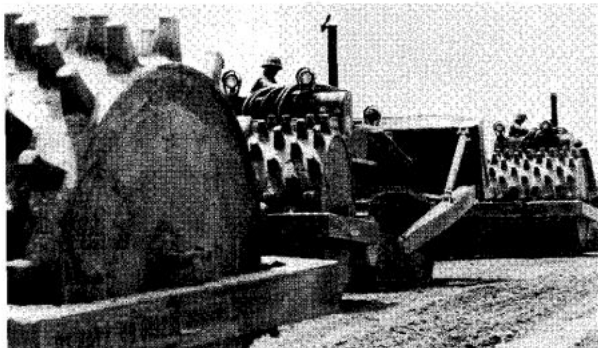
As the right of way was cleared, route surveyors set shoulder, slope and grade stakes to show equip-

LIVE UP TO REPUTATION

to help themselves, working side by side to build schools, hospitals and housing for the homeless.

Heroism and hard work are Seabee traditions: Construction Mechanic 3rd Class Marvin G. Shields, awarded the Medal of Honor posthumously, heads a long list of Seabee medal winners in Vietnam, and Seabee units have received Presidential Unit Citations

and Navy Unit Commendations for their efforts. Latest units to be singled out are MCB 62 from the Atlantic Fleet, and MCB Four from the Pacific. They won "E" Awards as the top battalions of 1970. For samples illustrating the first two words of their motto "We Build" see below and the next page. The Seabees indeed live up to their reputation.



Facing page L to R: (1) A "TD-20" draws a sheep's-foot roller over freshly laid laterite fill. (2) An EO uses a motorized grader to bring the roadbed to grade. (3) Tricycle rollers are used to pack crushed base rock. Above: MCB 62 dozer operators prepare to move. Above right: Assigned as soil tester, an EA checks the water content of soil samples taken from laterite fill. Right: An EO backs his "MRS" tractor and grid roller in compacting base rock. Far right: An equipment operator steers his pneumatic tire compactor into position.



ment operators and the fill boss boss the designated shape of the future roadbed.

The spongy soil of Vietnam will not hold up under heavy vehicular traffic. So the Seabees used huge earth scrapers to haul tons of laterite (a red soil from which bricks are made) from a nearby hillside. Here another problem arose: constant rains soaked the fill, undermining and eroding it.

Giant "sheep's foot" rollers fol-

lowed the fill crews and compacted the laterite into the proper density for necessary bearing strength. After the compacting crews had driven their 30-ton pneumatic-tire machines back and forth across the road surface, crushed rock was spread by roadgraders and bonded into the roadbed with heavy grid rollers.

Once the base had been firmly compacted, it was wet down and coated with a mixture of tar and

diesel oil. This sealed the base and created an impermeable surface upon which asphalt could be laid.

The last step was laying the asphalt in two 2" layers with a paving machine. Not long afterwards, the highway would stand up under the pounding of heavy supply trucks. And the Seabees could move on to another stretch of roadway.

—Story and Photos by
EA2 Harry Goforth, Jr.



MCB 10 BRIDGE

For years, the inhabitants of Huong Can in the Republic of Vietnam had a problem. They lived on one side of the Song Bo river and the land they farmed lay on the other.

Each day, they either walked a mile to a shallow ford or bated across the stream to their fields — that is, until the men of Mobile Construction Battalion 10 built a bridge.

As the Seabees saw it, a bridge was necessary for resettlement of refugees coming into the area.

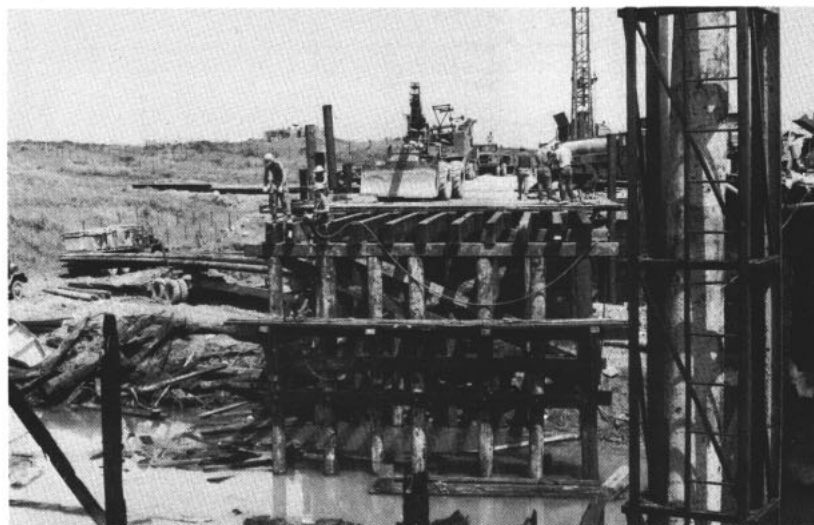
Eventually the bridge will carry vehicular traffic and open a large area to the road network being constructed in the Republic of Vietnam.

After a ceremony dedicating the bridge, the Commanding General of the First Division, Army of the Republic of Vietnam, decorated each bridge crewmember of the Mobile Construction Battalion 10 for his outstanding efforts in building the bridge.

A little more than a year ago, men of U. S. Naval Mobile Construction Battalion 10 in the Republic of Vietnam built a bridge designated as number 13 on National Route One between Hue and Quang Tri. This year, it was destroyed and they rebuilt it with the help of a crew from NMCB 62.

The bridge was a 180-foot timber structure on a major transportation artery to the Northern I Corps. Its importance was emphasized when motor and pedestrian traffic soon backed up at both ends of the charred structure.

But Seabees don't waste time. While the timbers were still smoldering, a crew was on hand to estimate the damage and to clear the debris. Within a few hours, a temporary passage had been opened



BUILDERS

and construction begun on a new bridge 13.

Because of the urgency of the situation, the men of MCB 10 were joined by a crew from NMCB 62 from Da Nang. Together, they had a new bridge completed and traffic restored to normal in just eight days.

Another Seabee bridge now spans a waterway in Vietnam, completing 15 miles of roadwork in the Northern I Corps area which was the scene of fighting for many years.

The original bridge was damaged during the 1968 communist Tet offensive and the coastal area in which the bridge was located became a no-man's land salted with land mines and booby-traps.

Before the people could return, explosives left behind by the communists were cleared, making it possible for former residents to rebuild their homes and farm the fertile rice lands.

The men of U. S. Naval Mobile Construction Battalion 10 began work on the bridge at Camp Wilkinson, keeping in mind the original concrete piers which were still in place, although in a damaged condition.

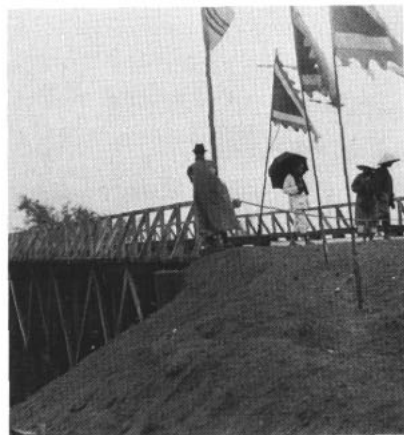
New caps were poured for the concrete abutments and the prefabricated bridge sections were flown by helicopter from Camp Wilkinson to the bridge site nearly 13 miles away.

While four men stayed with the structure for final welding and planking, two 17-foot towers were constructed at Wilkinson and put in place by a Chinook helicopter at each end of the bridge.

The area which had been a battleground for more than two decades was once again ready for human habitation.



Opposite page from top: As the remains of Bridge 13 smolder in the water, bridge crews are already on the scene to begin work: (2) Once the headwalls are in place, the pile-driving operation begins. (3) The 180-foot bridge nears completion with portions of the old bridge still in the water. This page at top: When completed Bridge 13 will be able to support 30 tons of traffic. Below: Another bridge NMCB 10



rebuilt in the Northern Corps I area of Vietnam completes 15 miles of roadwork. Above left: CDR D. P. Johnson of NMCB 10 addresses the people of Huong Can. Right: The completed bridge over the Song Bo River.



● STRENGTHENED LINES OF COMMUNICATION

In recent months, CNO has talked to Navymen of all grades and ratings, in an attempt to get a wide spectrum of viewpoints on possible improvements in the Navy. (Open any recent issue of All Hands for more on this subject.) This Navywide communication will continue; in NavOp Z-54 (2 Nov 70), Admiral Zumwalt reviews some of the ways by which recommendations from the Fleet can now reach headquarters:

- Personal meetings between CNO and senior officers (former COs, flag officers) reporting for duty in the Washington, D. C., area.
- Retention study group programs involving junior officers and enlisted men selected to represent various type commands.
- Permanent CPO advisory boards to CNO, with members serving for six months and rotation scheduled to ensure continuity.
- Continuing visits by CNO and the Navy's new "ombudsman", Rear Admiral David H. Bagley, to ships, naval districts, shore stations and Fleet organizations.

● GUIDE TO CHALLENGING JOBS

A summary of officer billets will be published by the Chief of Naval Personnel next March and distributed annually to all ships and stations. The publication will highlight various aspects of the billet structure such as geographic location, required designator and rank, subspecialty and primary duties. It should help make officers, and particularly junior officers, more aware of the broad range of challenging jobs available throughout the naval establishment. At the same time, the officer preference card (NavPers 1303/1) is being redesigned to assist officers in better communicating their duty and career preferences to CNP.

● HIGH SCHOOLERS PREFER NAVY

Forty-three per cent of 25,000 high school students polled this fall by the National Institute of Student Opinion (NISO) say they would volunteer for two years of military service, if there were no draft and military pay scales were increased. The poll was conducted in fall issues of Scholastic Magazine's high school publications.

The percentage that would volunteer for 2 years of military service was sizable; however, the number of high schoolers questioned who would consider making the military service a career was 13 per cent.

The Navy is by far the most popular choice for military duty: 32 per cent prefer the sea service, followed by the Air Force--26 per cent; Army--17; Marines--13; and Coast Guard--12.

The poll suggests (not surprisingly) that military service is more popular among boys than among girls of high school age: 48 per cent of males and 38 per cent of females polled say they would enlist. Percentages also vary by age group: 54 per cent of high school freshman males say yes to voluntary enlistment, compared to 40 per cent of male seniors.

The Navy is even more popular than the other services among the

briefs navy navy navy navy n

high school girl students than it is with the young men. The Navy led the other services in this area with 36 per cent of the girls saying they'd rather by Navy women.

• FY 70 CASH AWARDS TOP \$143,000

Navy men won almost \$150,000 for beneficial suggestions during the last fiscal year. The Navy adopted more than 1000 of their ideas and stands to save more than \$7 million. If you know a better or less expensive way of doing a Navy job, you can benefit both yourself and your country by speaking up. (SecNav Instruction 1650.24 series will tell you how to submit your suggestion; see also "Your Ideas Are Worth Money" in the Jan 68 All Hands.)

• SCHOLARSHIPS FOR NAVY DEPENDENTS

If you have a child of college age, now is the time to begin application for the many Navy-administered private scholarships that have been established specifically for Navy dependents. Final application must usually be made by 1 May for fall entrance, but early application will give you and the student a chance to look into all available scholarship opportunities. For more information, write to Personal Services Division (Pers P-511), BuPers, Navy Department, Washington, D. C. 20370. Best time to start application procedures is now (Dec or Jan).

• COLLEGE LOANS FOR NAVY JUNIORS

While you're looking into scholarships for college or vocational school for your child (see above), don't forget the Navy Relief Society, which offers one of the best loan programs available to students anywhere. No interest is charged on the loan, which is repayable after graduation in small monthly sums.

A loan from the Navy Relief Educational Fund will usually cover the difference between what you and the student are able to pay, and the cost of a college year (but normally not more than \$1250 per year). Deadline for applications is 15 Mar for fall entrance; the deadline is firm. For more details, write to Navy Relief Society, Suite 1228, 801 North Randolph, Arlington, Va. 22203.

• SMALL CRAFT INSIGNIA AUTHORIZED

Officers and petty officers in charge of riverine and coastal craft under combat conditions in the Republic of Vietnam will receive special recognition through a new breast insignia authorized by CNO in NavOp Z-51. The insignia is not yet available and will be purchased at individual expense.

• MORE TIMELY PUBLIC RECOGNITION

The CNO has approved recommendations by a recent junior officer retention study group which will speed up approval procedures for

medals and awards, and thus insure more timely public recognition of heroic or meritorious achievement. NavOp Z-49 sets a Navywide standard of 60 days for processing letter recommendations and 10 days for those transmitted by message.

Other recommendations call for a more representative cross section of the command on awards boards, and for a Navywide conference to standardize awards criteria. (See Page 41 for more details.)

● HOME FOR CHRISTMAS

Reduced military fares are available for holiday travel by rail, bus and air. And this year there are no special "blackout" days for holiday air travel at reduced rates; all major airlines will offer standard reductions for military standby and reserved fares. Only restriction is on weekend reserved travel; if you fly between noon and midnight on Friday or Sunday, plan on paying full fare.

Your command's transportation officer can help you plan your holiday schedule to take maximum advantage of reduced military fares. (Also see the November issue of All Hands.)

● MORE ON LEAVE & LIBERTY

"Cold iron" berths for 30 days will be provided for all ships returning from extended deployments, to the extent practicable and as part of the continuing effort to encourage liberal leave and liberty policies. With a ship's engineering plant closed down and all services being supplied from the pier, crewmembers should have more time off for rest and recuperation. Exception to the new policy is made for ship types which require support beyond the capabilities of port facilities and when a higher priority exists for available berths. (For more on "Leave, Liberty, and the Pursuit of Happiness," see last month's All Hands.)

● SEA DUTY FOR CAREER JUNIOR OFFICERS

Junior officers serving on initial active duty assignments ashore (exclusive of training billets) are assured that their requests for sea duty will be approved, according to a new policy announced in NavOp Z-42. Career officers will thus have every opportunity to acquire necessary sea qualifications during initial obligated service. A request for sea duty from an ENS or LTJG serving ashore should be submitted via the commanding officer, enclosing an Officer Preference and Personal Information Card (NavPers 1303/1).

● CHIEF, YOU'VE GOT THE DECK

To free junior officers for professional and leadership development, and to recognize senior petty officers' capabilities for greater responsibility, officers of the grade of LTJG and above are being exempted from quarterdeck watches, once qualified in all aspects of quarterdeck procedures. Ensigns and senior POs will take over these duties, except

under unusual circumstances. (For more details, see the roundup of new policies affecting junior officers on Page 35.)

• MEDICAL CORPS PROMOTION ELIGIBILITY CHANGES

Criteria for determining promotion and entry grade credit for Medical Corps officers below the grade of CAPT have been revised. Secondary promotion zone eligibility has also been expanded for Medical Corps CDRs and LCDRs, and eliminated for LTs. Medical Corps officers are encouraged to review the contents of SecNav Notice 1421 (20 Oct 70), which set new rules for promotion eligibility.

• REMINDER FOR NON-CITIZENS

All aliens in the U. S. or its possessions are required to report their addresses to the Attorney General in January. Registration cards (for you and any relatives who are alien residents) can be obtained next month at all U. S. post offices, and any time at offices of the Immigration and Naturalization Service. If you are temporarily absent from the U. S. during Jan, you must report your address within 10 days of your return to this country.

Registration procedures may vary slightly for noncitizens serving aboard ship. Most ships' post offices stock the registration cards; fill one out and return it to a postal clerk for forwarding. Your division officer or leading PO may also handle distribution.

• NEW DIRECTOR OF WAVES

The Waves will have a new commander next month when CAPT Robin L. Quigley succeeds CAPT Rita Lenihan as Assistant Chief of Naval Personnel for Women. CAPT Quigley, daughter of a retired Air Force officer, entered the Navy in 1954. She becomes the eighth Director of Waves on 4 Jan 1971. CAPT Lenihan will move from the Waves' BuPers office to the Pentagon and duties with the Office of the Deputy Chief of Naval Operations for Fleet Operations and Readiness.

• IMPORTANT TAX NOTE

If you're holding down a second job, a change in Internal Revenue laws could mean an unpleasant surprise when you figure your taxes next spring. Before 1 Jan 70, federal income taxes were withheld on such earnings of more than \$17 per month, if you claimed zero exemptions. But this year that minimum went up to \$92 per month. For each exemption you claim, the minimum goes up another \$54.20 before taxes are withheld.

That means if you claimed zero exemptions, and have not had extra tax withheld, you have only paid taxes on that part of your secondary income above \$92 per month. For 12 months, that would come to more than \$1000 on which you have paid no withholding tax. You'll have to make up that difference when you file. You can avoid this situation in

the future by arranging to have extra tax withheld from your secondary income. You may submit such a request on line 7 of Internal Revenue Form W-4 (Employee's Withholding Exemption Certificate). Talk to your employer about it.

● SEABEES ASHORE

If you're a Seabee headed for CONUS shore duty, the chances of your working within your rating skill are better than ever. Platoon-size Construction Battalion Units (CBUs) have been launched at Great Lakes, Pensacola, Annapolis, Memphis and Corpus Christi. Additional units are approved for Lemoore, San Diego, Alameda, Newport, Jacksonville, Norfolk, Charleston and Pearl Harbor.

These CBUs will train on construction projects such as welfare and recreation facilities and will provide the technical expertise for guidance on the "self-help" program (announced in last October's Navy News Briefs).

● SWAPS FOR OFFICERS

An exchange of duty program for officers is now being tested by the Chief of Naval Personnel. This policy, which began 1 Nov on a six-month trial basis, enables officers to exchange duty at their own expense. The pilot program was announced in NavOp Z-56 (9 Nov 70).

An officer desiring to "swap" duty may submit his request (with the endorsement of his commanding officer) directly to the Chief of Naval Personnel. Requests for exchange of duty are controlled by the Officer Distribution Division in BuPers. When an exchange match can be made, orders will be prepared for the officers concerned.

● EFFECT OF EARLY-OUT & EAOS SEPARATION ON REENLISTMENT

No matter whether they are classified Recommended for Preferred Reenlistment (Code RE-R1) or Eligible for Reenlistment (Code RE-1), all Navy personnel released under any early-out program will need the approval of the Chief of Naval Personnel to reenlist if they have been separated more than 24 hours. Members with the Recommended for Preferred Reenlistment classification will receive preferential consideration for reenlistment.

There is no current requirement for anyone separated at normal EAOS for more than 24 hours to receive approval of the Chief of Naval Personnel to reenlist if they are classified Recommended for Preferred Reenlistment or Eligible for Reenlistment. However, starting 1 Jan 71, in addition to all separatees under early release programs, BUPERS approval will also be required for the reenlistment of anyone classified Eligible for Reenlistment (Code RE-1) if they are separated at normal EAOS for more than 24 hours. After 1 January 1971, only those who are classified, at normal EAOS, Recommended for Preferred Reenlistment (Code RE-R1) will not be required to receive approval of BUPERS to reenlist, if they do so within three months of their separation.

• DEPENDENTS OVERSEAS

Lack of information can cause serious financial hardships. Some Navymen, for example, have run into big problems when they've sent their dependents overseas at their own expense. In some countries in Europe and the Far East, dependents of Navymen serving aboard ships homeported in the U. S. are not eligible for commissary and exchange privileges as well as other fringe benefits, because of Status of Forces Agreements between governments. In such situations, dependent children may also be ineligible to attend U. S. military schools overseas. Be sure to check with your commanding officer before you send your family overseas at your own expense. And look for a full discussion of this subject in an upcoming issue of All Hands.

• EXTENDING FOR VARIABLE REENLISTMENT BONUS

No, the rules haven't changed in this respect, say officials in BuPers, clarifying the intent of BuPers Notice 1133 (31 Jul 70). Provided you are eligible in all other respects, any extension of two or more years will qualify you for payment of variable reenlistment bonus on the extension's operative date. In addition, if you allow a two-year extension to become operative, you may execute extensions up to a total of four years and be paid additional VRB on the operative dates.

The notice does state that if you are in a VRB-eligible rating and are reenlisting to establish eligibility, you must reenlist for a period that exceeds your current obligated service by at least two years. Example: Petty Officer SEAMAN enlisted on 1 Jul 66 for four years. During his enlistment he executed three extensions (#1 for two years, #2 and #3 for one year each) for a total of four years. At the expiration of his enlistment he has two options: (1) He may reenlist for six years (the current obligated service plus two additional years, OR (2) allow his extension #1 to become operative and be paid VRB. On the operative dates of extensions #2 and #3 he will receive the final two VRB payments.

• PRESIDENTIAL APPOINTMENTS TO ACADEMY

You--or your son--may be eligible for a Presidential appointment to the Naval Academy.

These appointments are limited to the sons of officers and enlisted men, Regular or Reserve, who (1) are on active duty (other than for training) and have served on continuous active duty for the past eight years, or (2) are retired (or who die while retired) with pay or granted retired or retainer pay. Sons of those Reservists who retire at age 60 are not eligible.

There may also be 40 midshipmen at the Naval Academy at any one time who are the sons of servicemen who died of injuries received or of diseases contracted (or aggravated) while on active duty. The sons of servicemen 100 per cent disabled as a result of such injuries or diseases are also eligible.

Applications should be addressed directly to the Chief of Naval Personnel (Pers-B66) and must be received by 31 Jan 71 for the 1971 class.

from the desk of the **Master Chief Petty Officer of the Navy**

The Winds of Change



GMCM D. D. BLACK

WE MUST ALL BE AWARE that we are a military service and therefore an organization which is richly endowed in tradition. Our predecessors have learned that certain ways of doing things are better than others. Usually, they've learned this "the hard way."

Fortunately, we are still learning lessons through experience, search and discovery, and are not content with relying on our past performances, triumphs and accomplishments to get us through. Nevertheless, the too-familiar expression, "That's the way we've always done it" is still heard, even today when it is nothing more than a very weak rationale at most.

But there comes a time when tradition becomes a hindrance and change is necessary. I believe we have reached that time. Changes are taking place in the military and in the Navy today which will bring about a better Navy tomorrow for all its members.

Our new Chief of Naval Operations, Admiral Zumwalt, recognized a need for change in certain areas. He recognized that steps should be taken to make changes which are in the best interest of Navy personnel.

In his change of command speech last June, the CNO stated he has two primary objectives at the outset of his tour of office. One is to achieve a balance in force levels in order to meet the present threat as well as the acquisition of new ships and weapons to meet future threats. The other objective is to achieve a balance between the demands we make on our people and the rewards of a naval career.

ADMIRAL ZUMWALT's stress on "people" as a major priority in these objectives can only mean a change in our way of thinking about the Navy's men and women. The suggested balance between force levels and threat—the operational and tactical duties the Navy may be called on to perform—cannot be achieved without the other balance—between demands on and rewards to our people—being achieved as well. But before any improvements can come about, certain changes must first take place.

In the months and years to come, everyone in the sea services must be prepared for the changes that will come about. Everyone's adaptability will be tested, to say the least.

But don't get me wrong—I don't advocate change for the sake of change. We should not break up a winning team without first thinking through to the consequences and being sure that the lessons of the past, when relevant, are heeded and not forgotten.

Unfortunately, some people, whether they be in the naval establishment or not, are opposed to change for any reason. They regard change as a break with tradition, or worse yet, a slap at authority. Their myopic view of the role and scope of the Navy and its people in today's world and within today's society, only hinders the Navy's mission. To these men, I say get out of the way!

MORE AND MORE PEOPLE are asking "Why?" and to do so is not necessarily questioning authority. "Why?" is the first word which starts the thought processes, eventually and ideally resulting in a better way of doing things. We should not at anytime, think that to ask "Why?" is contrary to the tradition of respect for (and a need for) authority. How can we expect the type of people we want for the Navy—sensitive, questioning, involved individuals—not to ask questions about things which have been taken for granted and accepted as being right and proper just because "we've always done it that way?"

It is not tradition that will be eliminated by change, it is the confusing and degrading policies and practices, the demeaning and petty regulations held over from another age which hopefully will die. The Navy has begun to move and will continue to move with the times. But just as the Navy is up to date in its technology, so must it be up to date with its people. It must regard its people as its greatest asset.

Admiral Moorer, the former CNO, started the ball rolling with his stress on "people," and on better services and living conditions and expanded benefits for Navy personnel. At the same time, the term "quality control" became a herald of change to come under Admiral Moorer. And the quality control programs of today—for example, the raising of reenlistment standards and the establishment of performance review boards—are signs of that change.

(Continued on Page 41)

Making A Naval Career More Rewarding For JUNIOR OFFICERS

JUNIOR OFFICERS' opportunities for challenging assignments and greater career satisfaction are being closely scrutinized in the offices of the Chief of Naval Operations and the Chief of Naval Personnel. As a result, new policies are being established to make a naval career more attractive to the young officer. Among these new policies are more command billets for JOs, greater opportunities for early promotion, fewer collateral duties and quarterdeck watches, and more say in the operation of officers' clubs. (Most of these new policies appeared in Navy News Briefs as they were announced.)

- *To enhance the prestige and responsibilities of more young officers, ships being decommissioned are being turned over to XOs and department heads as early as possible in the inactivation cycle. (NavOp Z-47 announced the new policy.)*

- *Outstanding young aviation officers (pilots and NFOs) will receive greater responsibilities, too. In four aviation squadrons, the ranks of CO, XO and all department head billets are being lowered, permitting highly qualified lieutenant commanders to attain command in naval aviation.*

- *Another important step is the recent decision to*

increase maximum below-zone promotion limits to 15 per cent of authorized selections. Previously, below-zone promotions to the grades of lieutenant commander through captain were restricted by law to five per cent.

The CNO has called the new policy "... another step forward in the Navy's program to recognize high performance through visible, accelerated promotion opportunity."

- *To free junior officers for more demanding jobs, senior petty officers are taking over many responsibilities previously assigned to ensigns and lieutenants (jg). Latest development here is to exempt officers in the grade of LTJG and above from quarterdeck watchstanding, once they are fully qualified in all quarterdeck procedures. Ensigns and senior POs will take over the duties of in-port OOD, except in unusual circumstances when safety, security or protocol requires a more senior officer on the quarterdeck.*

NavOp Z-44, which announced the new policy, emphasizes that experience as a qualified quarterdeck watch officer remains essential to the career of every unrestricted line officer.

- *An earlier decision reduced the collateral duties of*





junior officers, thus allowing more time for professional qualification and leadership development. Senior petty officers are now being assigned such collateral duties as lay leader, library officer, safe driving officer, benefits and insurance officer, career counselor, Project Transition officer, athletics officer and voting officer. Unnecessary or redundant collateral duties have been eliminated. Chiefs and 1st class petty officers (as well as junior officers) are thus getting more challenging jobs and the enhanced prestige that accompanies greater responsibility.

FINALLY, TWO RECENT POLICIES should help make a naval career more interesting and more fun for junior officers. The first sets up annual shiphandling

competitions, beginning next year; the second gives JOs more say in the operation and choice of entertainment at officers' clubs.

◆ *Line officers in the grade of lieutenant commander and below* will be eligible to compete in the yearly type and squadron shiphandling contests. Winning candidates will be rewarded with letters of commendation and the prerogative of choosing their next normal assignment. Specific standards for the competition are being developed; look for further information in upcoming issues of ALL HANDS.

◆ *The second new policy* directs that young officers will be appointed "in adequate numbers" to advisory groups of officers' open messes, and will be encouraged to make recommendations for entertainment and other services.

In order to attract these officers, selected groups of young ladies (such as college sororities) will be invited to act as hostesses at officers' clubs at least once a week. Casual wear (and flight suits at naval air stations) will be permitted in at least one room of the mess.

◆ *As an additional experiment* in making off-duty facilities more attractive to JOs, five "hard rock" clubs are being established at naval stations in Newport, Norfolk, San Diego, North Island and Pensacola. These clubs will have their own advisory groups of young officers.



WHY HE DECIDED TO STAY IN

Lieutenant James E. E———, a qualified diesel submarine officer currently assigned to a submarine homeported in Charleston, S. C., has withdrawn his resignation. In a letter to headquarters at BuPers, he stated: "Since submission of my letter of resignation, the Chief of Naval Operations has instituted numerous changes that will eliminate many of the conditions that I listed as reasons for terminating my naval career. I believe the policy changes will make the naval service a more desirable, challenging, rewarding and prestigious profession. As a result, I wish to continue my career as a United States Naval Officer."



Shiphandling Sweepstakes

Every seagoing junior officer worth his salt wants to learn to handle his ship, but the possibility of damaging a pier, buoy or the ship itself has always been an inhibiting factor.

Although the Navy realizes a dent, scrape or other minor damage will almost inevitably result, it plans to exploit junior enthusiasm by establishing a shiphandling competition to begin 1 Jan 1971 and continue throughout the year. (See last month's *ALL HANDS*, p. 33.) Winners will be announced the following February.

Line officers in the grade of lieutenant commander and below may volunteer to compete unless they are commanding officers or lieutenant commanders serving as executive officers.

Standards relating to mission-oriented operations concerning shiphandling evolutions, OD tactics and seamanship capabilities will be established by type commands. There will be no written examinations.

Each unit commanding officer will select the best candidate from his ship. During the calendar year, when feasible, division or squadron commanders will observe and evaluate his shiphandling ability and evaluate his performance on sheets provided by the type command.

Contestants generally will be grouped by squadron for competitive purposes but division groupings will be used in type commands where squadrons do not exist.

In type commands where there are significantly dissimilar ships, the command may form competitive groups as it deems appropriate.

The type commands will determine the number of winners who, as a reward, will receive a letter

of commendation from the Fleet Commander in Chief and will have the prerogative of choosing their next duty.

This prerogative extends to ship type, home port, destroyer school, postgraduate study, area of CONUS shore duty and overseas duty. The winners, of course, must be both eligible and qualified for whatever duty they choose.

An officer may win only once while serving at any given duty station.

Below Zone Promotions

HERE IS SOME MORE detailed information on the subject of "Below Zone" promotion for officers as reported in the October issue of *ALL HANDS* (page 27).

The President, with the vigorous support of the Secretary of the Navy, recently signed an Executive Order which suspends the legal limitations on the percentage of officers in the Navy who may be recommended for promotion from below the promotion zone.

Before this, the number of below zone selections to the grades of lieutenant commander through captain was limited to not more than 5 per cent of the number of selections authorized to the grade concerned. With the removal of the statutory limitation, the below zone percentage limit will be established by administrative action.

The percentage, however, will not exceed 15 per cent for any grade, and the prerogative to select up to this number will of course remain with the board. This is another step forward in the Navy's program to

bulletin board

recognize high performance through visible accelerated promotion opportunity.

Since fiscal year 1967, line selection boards considering officers for selection to the grade of captain have selected the maximum number authorized from below the promotion zone. In fiscal year 1970, all line selection boards utilized the maximum number of below zone selections authorized.

As a related, but independent, action taken in fiscal year 1970, the span of eligibility for every officer was increased insofar as possible to allow two opportunities for early selection to the grade of lieutenant commander through captain.

This is one result: It is now theoretically possible for an officer to be accelerated six years by the time he is eligible for Flag selection. The following table compares the progress up the grade ladder of a "due

course" officer and an officer who achieves a maximum of early selections:

	DUE COURSE	MAXIMUM ACCELERATION
Flag Eligible	24 - 25 years	18 - 19 years
Captain	20 - 21 years	14 - 15 years
Commander	14 years	10 years
LCDR	8 years	6 years
LT	3 years	3 years

As can readily be seen from the above table, under current promotion structure and policies, today's lieutenant may rise through the grade structure at a pace virtually unfettered by anything but his own limitations. He could become eligible for consideration for Flag grade in his 18th year of service, at an age of about 39 or 40.

A New School for Junior Officers



SecNav Chafee dedicates new school for officers.



THE SURFACE WARFARE OFFICER SCHOOL at Newport, one of the Navy's newest training facilities, was formally dedicated in September by Secretary of the Navy John H. Chafee. The first class of 24 officers reported two weeks later.

The new school is designed to give newly commissioned officers who have orders to small combat ships six weeks of training in some of the more practical day-to-day aspects of shipboard personnel management and combat readiness. Students are drawn from various naval officer programs and attend the school while en route to their first assignments at sea.

The school staff is composed of six officers and nine enlisted men, all of whom have had recent experience at sea. The officers had qualified as officers of the deck on small combatant type ships.

The impetus for the school began in 1966 when a Task Force on Navy/Marine Corps Personnel Retention recommended the establishment of a surface combatant school. The aim of the program is to ease the transition of a junior officer from college campus to life aboard ship, and at the same time provide the Fleet with competent, confident officers, or, as Secretary Chafee noted during the dedication ceremony, "immediately employable ensigns."

SecNav added: "It is hard to imagine any two professional qualifications more vital to the Navy of the 70s at the working, everyday, operational level than the ability of our young junior officers to be competent watch and division officers. I can think of no parallel in civilian life to the awesome responsibilities routinely shouldered by an ensign or a lieutenant (jg) in his mid-20s as he takes over the deck or the engineering plant of a modern warship underway at sea."

The Surface Warfare Officer School building is an older wood structure at the Newport site which has been completely renovated. Facilities include a classroom with 24 individual desks, a lounge which doubles as a seminar room, staff office spaces, a ship's library and a ship simulator.

The latter provides an environment in which the team functions of the bridge, combat information center, damage control central, main engineering control and after steering can be exercised.

Though the first few courses will be restricted to 24 students each, the school eventually will be able to accommodate three classes conducted simultaneously. At capacity, the school could annually provide the Fleet with over 500 "immediately employable" junior officers.

THE WINNER

IT'S NOT LIKE THE SEA DUTY he's had in the past, but Master Chief Aircraft Maintenceman John D. Whittet can expect to find his new job as the Navy's Senior Enlisted Advisor (SEA) every bit as demanding.

Chief Whittet was recently selected by a reviewing board to relieve Master Chief Gunner's Mate Delbert D. Black as the Master Chief Petty Officer of the Navy (MCPON, which has become the more common name for this office).

Chief Black, the first MCPON, has served in this capacity since the Navy established the office in 1967. MCPON is the Navy's counterpart to the sergeant major offices of the other Armed Services organizations, and, like them, demands a highly concerned and competent man.

Chief Whittet's appointment was decided by a selection board which began considering a large number of master chiefs who were nominated by their commanding officers for the MCPON billet this year. After an extensive screening of their records, 10 semifinalists (announced in *ALL HANDS*, October 1970) were chosen, and the competition was later reduced to four (*ALL HANDS*, November). From these four, Chief Whittet was selected for the job.

THE OFFICE OF MCPON was created by the Navy as a force to deal with the enlisted retention program, a part of the attempt to make the Navy more attractive to enlisted members.

The main job of MCPON is to serve enlisted men and women—he is their direct line of communication to the Chief of Naval Personnel. This often involves the review of proposed policy changes (suggested by members of the Fleet) and their forwarding, with his own suggestions, to the Chief of Naval Personnel.

On occasion, MCPON also helps to find solutions to individual queries which have not been resolved through the normal chain of command procedures. He has direct access to the various branches and offices within the Bureau and Navy Department to help him answer such questions.

MCPON is not a decision maker. He is an advisor—the Navy's top enlisted advisor. When he is unable to answer the questions of individual Navymen, even with the aid of offices within the Bureau, he personally consults the Chief of Naval Personnel for the answer.

The job also includes some official travel, usually with the Navy's Inspector General, as well as representing the Navy's enlisted ranks at high-level ceremonies the world over.

But as the direct link between the Navy Department and the individual sailor, MCPON's main task involves the counseling and advising of the Navy's en-



MCPON John D. Whittet and his wife Helen pose for their photograph during their visit to Washington, D. C., where they heard the news that he had been selected as Navy's top enlisted adviser.

listed ranks.

CHIEF WHITTET comes to the Washington billet with some valuable experience to apply to his new post. In addition to a wide range of experience acquired during his 27 years of service, he has been serving as the Master Chief Petty Officer of Naval Station Argentia, Newfoundland—basically the same job, but on a smaller scale.

A reviewing official assessed Chief Whittet's performance in this capacity: "As MCPO of the Naval Station he has been extremely conscientious, energetic and a tireless performer, well versed in all aspects of his duties. He is an open-minded individual who is abreast of changes occurring in the Navy, with compassion for others and ever ready to effect the best condition for all concerned."

Since his enlistment in 1943, Chief Whittet has spent his career in the Aviation Machinist's Mate rating. He rose steadily through the enlisted ranks until he received his final advancement to MCPO three years ago.

His career in naval aviation has included service in numerous squadrons and other aviation commands, as well as tours aboard three carriers—USS Anzio (CVE 47), USS Lexington (CV 16), and two tours aboard USS Bon Homme Richard (CVA 31).

Chief Whittet is one of the few active Navymen who wear Combat Aircrewman wings. His awards range from World War II through Korea and afterward.

Even during his off-duty hours, Chief Whittet has an impressive record of personal service—to his family, various organizations, and the community. He has been active in church groups (and is now a Sunday School Superintendent), a variety of Navy-sponsored clubs, scouting activities and other community service organizations.

Originally from Cranston, R. I., Chief Whittet and his wife, Helen, have two daughters and a son, Glenn, who as an active Navy member, is carrying on a family tradition which his father started many years ago.

—JO2 Jim Trezise

Seavey A-71: Heading for

THE LATEST EDITION of Seavey, Segment A-71, is currently underway and bringing to many seagoing Navymen the prospect of reassignment to shore stations during the summer months of 1971.

This installment of the sea-to-shore rotation includes two features of special importance for eligible personnel:

The reduction from 24 months of obligated service to 14 months as an eligibility requirement has been extended to include more rates.

A shortage of personnel filling overseas shore billets has created a need for volunteers for both preferred overseas shore duty (type 6), and overseas shore duty counted as sea duty for rotational purposes (type 3). These overseas assignments include the following advantages:

• If selected for overseas shore duty (type 6), you can expect 36-month tours as compared to the standard 24-month CONUS tours. If your published CON-

US tour is more than 36 months, you can normally expect approval of extensions up to 48 months.

• If selected for assignment to overseas shore duty (type 3), you will not lose SEAVEY eligibility upon completion of your overseas tour. Tours in this type of duty are either 12/18 months "unaccompanied" or 24 months "accompanied." Normally you will not be assigned to type 3 activities in an area you have not requested.

• If you are selected for overseas duty, you can normally expect to be transferred in June or July 1971.

IN GENERAL, if your present sea duty (which includes all continuous sea assignments you have had) began during or before the month listed below for your rating and rate (as of 1 November 1970), you may be transferred to a shore assignment between June and September 1971. In addition, you must have been

RATE	SDCD	RATE	SDCD	RATE	SDCD	RATE	SDCD	RATE	SDCD	RATE	SDCD
BM1	Apr 65	FTG1	Oct 65	JO1	Jul 69	SF1	Dec 64	ADJ1	Jan 69	AMS1	Jul 69
BM2	Jan 65	FTG2	Oct 65	*JO2	Jul 69	*SF2	Jul 67	*ADP2	Jul 69	*AMS2	Jul 69
BM3/SN	Jan 65	FTG3/SN	Oct 65	*JO3/SN	Jul 69	*SF3/FN	Jul 67	*ADJ3	Jul 69	*AMS3	Jul 69
								*ADJAN	Jan 69	*AMSAN	Jan 69
QM1	Apr 64	FTM1	Nov 66	PC1	Jun 68	DC1	Jul 66				
QM2	Mar 66	FTM2	Jun 66	PC2	Jun 68	*DC2	Jul 67	*AT1	Jan 69	AMH1	Jul 69
QM3	Mar 66	FTM3/SN	May 66	PC3 SN	Jun 68	*DC3	Jul 67	*ATR2	Jul 69	*AMH2	Jul 69
QMSN	Sep 65					*DCFN	Jan 67	*ATR3	Jul 69	*AMH3	Jul 69
		MN1	Jul 68	LI1	Jan 69			*ATRAN	Jan 69	*AMHAN	Jan 69
SM1	Jul 64	MN2	Jul 68	*LI2	Jan 69	EA1	Sep 68				
SM2 APR	Apr 64	MN3/SN	Jul 68	*LI3/SN	Jan 69	EA2	Sep 68	*ATN2	Jul 69	AME1	Jan 69
SM3/SN	Apr 64					EA3/CN	Sep 68	*ATN3	Jul 69	*AME2	Jul 69
		ET1	Jan 69	MM1	Aug 64			*ATNAN	Jan 69	*AME3	Jul 69
RD1	Jan 67	ETN2	Sep 68	MM2	Sep 66	CE1	Jan 68			*AMEAN	Jan 69
RD2	Jan 67	ETN3/SN	Nov 67	MM3/FN	Feb 64	CE2	Jan 68	AX1	Nov 68	PR1	Jul 69
RD3/SN	Dec 65	ETR2	Sep 68			CE3/CN	Jan 68	*AX2	Nov 68	*PR2	Jul 69
		ETR3/SN	Sep 67	EN1	Jun 65			*AX3/AN	Jul 68	*PR3	Jul 69
ST1	Jul 66			*EN2	Jul 67	EO1	May 67			*PRAN	Jan 69
STG2	Jul 66	RM1	Jun 68	*EN3/FN	Jun 68	EO2	May 67	AO1	Jan 69		
STG3/SN	Jan 66	*RM2	Jun 68			EI3/CN	May 67	*AO2	Jul 69	AK1	Jan 69
		*RM3/SN	Jun 68	MR1	May 66			*AO3/AN	Jul 69	*AK2	Jul 69
STS2	Jul 66	YN1	Jun 69	*MR2	Dec 66	CM1	May 67			*AK3/AN	Jul 69
STS3/SN	Jan 66	*YN2	Jun 69	*MR3/FN	Dec 66	CM2	May 67	ABE1	Jul 68	AS1	Jun 69
TM1	Mar 67	*YN3/SN	Jun 69			CM3/CN	May 67	*ABE2	Sep 68	*ASE2	Jun 69
TM2	Mar 67			BT1	Feb 65			*ABE3/AN	Jul 69	*ASE3/AN	Jun 69
TM3/SN	Mar 67	*CYN3	Jun 69	BT2	Nov 65	BU1	Sep 67			*ASH2	Jun 69
		*CYN3/SN	Jun 69	BT3/FN	Jan 64	BU2	Sep 67	ABF1	Mar 68	*ASH3/AN	Jun 69
GMM1	Oct 67					BU3/CN	Sep 67	*ABF2	Mar 68	*ASM2	Jun 69
GMM2	Oct 67	SK1	Aug 67					*ABF3/AN	Jul 68	*ASM3/AN	Jun 69
GMM3	Nov 68	*SK2	Jul 69	BR1	Dec 64	SW1	Jan 67				
GMM3/SN	Oct 67	*SK3/SN	Jul 69			SW2	Sep 66	ABH1	Jan 69	HM1	Oct 68
				EM1	Aug 64	SW3/CN	Sep 66	*ABH2	Jan 69	*HM2	Oct 68
GMT1	Apr 69	CS1	Jul 67	*EM2	Feb 67	UT1	Mar 67	*ABH3/AN	Jul 69	*HM3/HN	Jan 69
GMT2	Apr 69	*CS2	Apr 68	*EM3/FN	Feb 67	UT2	Mar 67				
GMT3/SN	Apr 69	*CS3/SN	Jul 69			UT3/CN	Mar 67	*AE1	Jul 69	SD1	Mar 67
				IC1	May 65			*AE2	Jul 69	SD2	Mar 67
GMG1	Jun 65	SH1	Jan 66	*IC2	Jun 66	ADR1	Jul 69	*AE3	Jul 69	SD3	May 66
GMG2	Feb 65	SH2	Jul 66	*IC3/FN	Jun 66	*ADR2	Jul 69	*AEAN	Jul 68	TN	Feb 68
GMG3/SN	Feb 65	SH3/SN	Jul 65			*ADR3/AN	Jul 69				

Shore Duty

on board your present command for duty on 1 November 1970, and you must have the required amount of remaining obligated service.

A final stipulation for those serving on tour sea duty (types 3 and 4) is that your TCD must fall within the months of transfer (June through September) to be eligible for a shore assignment.

If all the above qualifications are met, your personnel office will supply any necessary additional information and assist you in requesting your duty preferences. You may expect your orders sometime between February and May, and your actual transfer to shore duty between June and September.

Below is the listing of Sea Duty Commencement Dates (SDCDs). Most of the rates listed require obligated service to at least May 1973. However, if your rate is marked with an asterisk (*), you need only obligate to July 1972 or later.

NOW--Faster Processing Of Awards & Decorations

EVEN IF a Navyman knows he's done a good job, he still likes to be told. Timely public recognition of heroic or meritorious achievement is a keystone in maintaining good morale and improving career satisfaction. To make this recognition more timely, the Chief of Naval Operations has approved several recommendations by a recent junior officer retention study group concerning awards procedures:

- A new Navywide standard for processing awards recommendations has been established: 60 days for letter recommendations and 10 days for those transmitted by message. When appropriate in combat areas, these recommendations may be transmitted electrically via the Fleet commander in chief and CNO, with intermediate commands as information addressees (who would comment by message only if they did not concur with the basic recommendations).

For Navyman not assigned to operating forces, award recommendations should be forwarded via the administrative chain of command and CNO as appropriate. If necessary, the awarding authority will reply by message in order to meet the 60-day letter deadline.

- Awards boards will be constituted to provide a more representative cross section of the command. Specifically, 50 per cent of the members will be officers of the rank of lieutenant commander and below.

- A Navywide awards conference will be convened at an early date to standardize criteria for medals and

awards. Major commands processing award recommendations will be represented.

SMALL CRAFT INSIGNIA

In a related development, special recognition for dedication, skill and professionalism has been awarded to officers and petty officers in charge of riverine and coastal craft under combat conditions in the Republic of Vietnam. Eligible to wear the new breast insignia authorized by CNO (when it becomes available) are commissioned or enlisted Navyman assigned in country for at least six months as officers in charge, patrol officers, river section leaders, boat officers and petty officers in charge of the following craft:

- Patrol boat river (PBR)*
- Patrol boat fast (PCF)*
- Strike assault boats (STABS)*
- Minesweeping craft*
- Harbor defense craft*
- Logistic support craft (LCU, LCM, YFU)*
- River assault craft*

Eligible units are River Flotilla One (River Assault Squadrons 9, 11, 13 and 15); Coastal Squadron One; River Patrol Flotilla Five; Mine Divisions 112 and 113, NSA Da Nang and Saigon; and Inshore Underseas Warfare Group One. The names of other eligible billets, craft or units will be provided by Commander Naval Forces Vietnam.

When available, the new breast insignia will be purchased at individual expense. If command at sea insignia is also earned, it will take precedence and shall be worn in lieu of the small craft insignia.

FROM THE DESK OF MCPON (cont.)

More recently, many policies and practices have been given a second look resulting in a long list of personnel-oriented proposals for improvement, dealing with everything from the wearing of ball caps with working uniforms to six-section duty for ship's company. And there are many more items for change in the air.

And at the same time, Admiral Zumwalt has called for increased participation in personnel and personal interests at every level of the command—commanding officer, officer and petty officer alike. This is a special challenge at a time when highly responsible men are urgently being sought for responsible positions in all areas of our society.

It appears to me that the time to "stay Navy" has never been better. I can tell you about many career Navyman about to retire, who are wishing they could stay on longer. And, I might add, I am one of that group. But there comes a time when every Navyman must take his leave of active duty. It just seems that NOW is such a tempting time to linger on a bit longer.

What's Your Question?

BUPERS LOOKS for the ANSWERS

Is discharge or reenlistment legal on a Sunday or holiday?

Are kindergarten classes included in the overseas dependents' school program?

What are considered to be "overriding special circumstances" when considering requests for extension of duty tours?

THESE ARE SOME of the hundreds of questions asked each month in letters and telephone calls to the Bureau of Naval Personnel. Each query is given a prompt, personal answer by the cognizant BuPers office, and those considered of general interest are published in ALL HANDS.

Here are the questions and answers for the third in a series. For parts I and II, see ALL HANDS, August and October 1970.

Rotation/Assignment

Q: *My Sea Duty Commencement Date is within the dates indicated in the Seavey notice. Why am I not in Seavey?*

A: First, check with your personnel office to see if your SDCD is recorded correctly in the Navy Manpower Information System. If it's not, ask that a request be submitted (as outlined in article 3.21 of the Transfer Manual) to have the date corrected.

After BuPers has authorized the correction, and your personnel office has made the corrected entry in the NMIS, you then request entry into Seavey by speedletter to the Chief of Naval Personnel. This speedletter is termed a "late submission" and allows for your duty preferences and any other information you wish to send to your detailee. When the Bureau receives the speedletter, you are put into the Vey segment and you can expect transfer orders. The guide for preparation of a late submission is article 3.27a, Transfer Manual.

Q: *What are considered to be "overriding special circumstances" when considering requests for extension of duty tours?*

A: If you are in a "one-for-

one" billet and your detailer is unable to provide a relief, your request for extension would probably be approved. This would be the case, for example, if you are the only hospital corpsman assigned to the command and there is no corpsman available to replace you.

Also, conditions of a humanitarian nature which would normally warrant an assignment under chapter 18 of the Transfer Manual are considered special circumstances which generally apply.

Q: *Although I am eligible for Seavey, I wish to remain on sea duty. What should I do to indicate my desires?*

A: You may request a sea tour extension by indicating the broad duty preference code "9-9" on your rotation data card, or by letter to BuPers submitted via your commanding officer. You will receive a reply either by letter or data card.

Q: *I have received orders to an overseas station and have been told that if I want to take my dependents overseas at government expense, I must have enough obligated service to complete a two- or three-year "accompanied" tour, depending on the area. Is this true?*

A: If you expect the government to finance your dependents' travel, yes. If you do not have, and are unwilling to incur, enough obligated service to complete the accompanied tour, you will not be entitled to transportation of your dependents. In such case, if they go with you anyway, you cannot receive payment of the special overseas station allowances and they may be denied such privileges as commissary and exchange. If you elect to serve the shorter "all others" tour or are otherwise denied transportation of your dependents to the overseas station, you can be eligible to move your dependents and household goods to a designated place in the United States during your unaccompanied overseas service.

Q: *When I receive orders to overseas duty and wish to have my*

dependents accompany me, how do I protect their eligibility for transportation and also my eligibility for shipment or storage of household goods?

A: There are three major steps:
• Elect an "accompanied tour" for the area.

• Make sure you have sufficient obligated service to complete the prescribed accompanied tour.

• Obtain authorization for concurrent travel and dependent entry approval from the overseas area commander.

With regard to the latter, you must have the overseas area com-



mander's affirmative answer before you apply for dependents' transportation and household goods services at government expense.

Q: *How is a man assigned when he is dropped from a Navy school because of inability or inaptitude?*

A: A man who is dropped from a Navy school is made avail-

able for reassignment by one of the Enlisted Personnel Distribution Offices (EPDOs). As is the case with other assignments, he will be sent where he is needed most, and chances are about 50-50 that he will return to his previous Fleet.

Q: *I am a Filipino stewardman. What are the chances of my receiving an assignment to duty in the Republic of the Philippines?*

A: There are more than 16,000 stewardsmen, and only 132 SD billets in the Philippines. You must be eligible for Seavey before you are considered for one of these

billets, and you are considered in order of preference established by sea duty commencement dates.

A second assignment to the Philippines is not authorized unless available billets cannot be filled by SDs requesting their first assignment.

It is noted that assignment to the Philippines is made by BuPers only.

Q: *As a Seabee, do I have a choice between a one-year in-country tour and a mobile construction*

What's Your Question?

battalion for my assignment to the Republic of Vietnam?

A: To the extent possible, men coming from non-Vietnam sea duty who are eligible for Seavey are given a sea extension and assigned to a one-year tour in-country, and then are assured of assignment ashore upon completion of the Vietnam service.

Men completing tours of shore duty are normally assigned to a



construction battalion for a period long enough to complete two RVN deployments.

Relative requirements for in-country vs. battalion assignments vary with time and with ratings; therefore, a hard-and-fast rule cannot be applied. Homeport preferences are considered and, if possible, honored.

Q: I'm a Seabee who completed a Vietnam tour in 1968. I've heard there is a possibility I'll return to Vietnam at the end of my current tour. Is this true?

A: As of 1 Jan 1970, only 240 of 3509 career Seabees (in grades E-6 through E-9) eligible for Vietnam duty had not either completed a Vietnam tour or were assigned to an RVN-related billet. This means that men who have completed previous Vietnam tours comprise a major source to meet

Vietnam requirements in the top pay grades.

Current rotation policy guarantees a Seabee 24 months of non-Vietnam duty once he has completed a Vietnam tour (BuPers Notice 1306 of 24 Nov 1969 refers).

The combined result: Because so many career Seabees have already served in the Republic of Vietnam, it is not unlikely that you will be reassigned to a Vietnam-related billet since you completed your previous tour more than two years ago.

Warrant Submariner

Q: I qualified and served in submarines until appointed to warrant grade. I have repeatedly volunteered for further submarine duty, but continue to receive surface ship assignments. Why is this so, when my background, experience and personal motivation are for submarine duty?

A: Submarine-qualified enlisted men have enjoyed an excellent selection ratio when competing for limited duty and warrant appointments. As a result, the over-all number of such officers (in some designators) far exceeds requirements within the submarine force.

Manpower authorizations for submarines do not include billets for limited duty or warrant officers. However, a variable number of especially qualified LDO/WOs have been assigned to submarines both because of a shortage of junior 110X officers and simultaneously to enhance the qualifications of those LDO/WOs for future submarine tender assignments.

Since World War II, the paramount reason for using limited duty and warrant officers in submarines has been to expand their individual qualification in prepara-

tion for later roles in submarine tenders, shipyards, training facilities and staffs. Consequently, the number of LDO/WOs so assigned has been relatively small — sufficient only to meet projected requirements.

Other factors which influence the requirements for LDO/WOs to serve in submarines include:

- Billet vacancies in submarines.
- Specific designators of the applicants (now limited, in general, to Polaris/Poseidon weapons/fire control, or naval nuclear propulsion plant operators).

- Availability of the LDO/WO for assignment. Candidates are considered for submarine assignment only at the time of normal rotation.

It is noted that future assignments for LDO/WOs to diesel-electric submarines will be extremely limited. And competition among applicants will be keen. At this writing there are more than 300 volunteers, the majority of whom have excellent records and strong endorsements by commanding officers. And 95 per cent of these LDO/WOs are not required in submarines, but are very much needed in other billets where their submarine skills may be advantageously applied.

In the case of nuclear submarine billets, applicants must meet exacting criteria. Many LDOs and warrant officers who received nuclear power training as enlisted men and qualified in submarines have been too long disassociated from nuclear billets to justify reassignment without disproportionate retraining.

But the picture is not all dim. The records of all warrant officer selectees are evaluated upon initial appointment. After the first tour in an officer billet, the fitness reports are screened by a board to determine the most advantageous assignment.

From this, an availability list is maintained and as requirements occur, limited duty and warrant

officers are ordered to submarine duty.

Eyen on Sunday

Q: Is discharge or reenlistment legal on a Sunday or holiday?

A: Yes, it is legal. However, when an enlistment expires on a Saturday, Sunday or holiday, the Navy man or woman may be separated up to three days early in order to use normal working hours. Article 3840240.4j(1), BuPers Manual, refers.

Requests to BuPers

Q: When a Navy man or woman submits a letter request to the Bureau of Naval Personnel, and receives a strong favorable recommendation in the commanding officer's endorsement, does the wording of the CO's recommendation help?

A: Of course. Every letter received at BuPers is read by at least

permit or dictate approval of requests for humanitarian reasons.

White Trousers

Q: Are the white trousers with conventional pockets and zipper fly, recently approved for enlisted men in grades E-6 and below, the same white trousers worn by chief petty officers?

A: No. The biggest difference is that the new trousers are not creased fore and aft as are the CPO uniform trousers. And there are other differences.

Uniform Regulations describes the new trousers as "... made of white cotton twill with conventional side, front and back hip pockets, side seams, zipper-fly front and conventional Navy trouser legs without cuffs."

CPO white trousers are described as "... of a conventional style, with a plain front, a slide-fastener fly closure, belt loops, side front

stocks of the standard white trousers are used up.

Precedence

Q: In the CPO mess recently, a discussion came up over enlisted precedence. One chief said the boatswain's mate rating is the senior rating in the Navy and that BMC takes precedence over other chiefs. Most of the chiefs present disagreed, but no one could come up with a directive that abolished this precedence-by-rating. What's the story?

A: At one time, enlisted ratings were designated various degrees of precedence with BM at the top of the precedence list for "military matters." Quartermaster was number two on the list, which meant that any quartermaster in a given pay grade was senior for military matters to all others in his pay grade except BM. Working down the list, number three — signalman — was senior to all ratings except BM and QM, and so on.

This system was changed in 1968. To review (ALL HANDS, April 1969):

- No one Navyman is senior to another by virtue of rating (occupational field) alone.

- There no longer is a distinction between "military matters" and "non-military matters" for determining enlisted precedence and seniority.

The first point erased "precedence by rating" which few Navy-men really understood. One of the main problems was the difficulty in deciding what was a military matter and what was not, particularly when it was considered that an active duty Navyman is responsible to the military 24 hours a day.

Here, now, is how enlisted precedence is figured:

- Order of rank is the first consideration. You take precedence for seniority over all those in pay grades (rates) below your own.

- If there is a pay grade "tie," a BM1 and a GM1, for example, the one with the longest period of continuous service in that pay grade



three people in the Bureau. However, it is important that the individual be eligible for whatever he or she is requesting before submitting the letter. Many requests, with and without "strong" endorsements, are for things for which the individuals concerned are not eligible. In most cases such as these, the requests must be disapproved, regardless of the strength of the recommendation.

However, in some cases, overriding special circumstances can

and hip back pockets, with the left back pocket buttoned and narrow legs with hems."

The new trousers for E-6 and below will be phased in as old

What's Your Question?

takes precedence and is considered senior.

- If a "tie" extends to time in grade (each made grade at the same time), the one who had the longest continuous service in the next lower grade takes precedence, and so on through lower grades if necessary.

Related points on enlisted precedence are discussed in article 2210150, BuPers Manual.

Q: *Why does my lineal number change at times other than due to promotion?*

A: Lineal numbers must occasionally be changed to accommodate officers reporting to active duty. But although the lineal numbers may change, the relative positions of the officers concerned are maintained.

Fitness Report File

Q: *How can an officer determine if his fitness report file is current and continuous?*

A: The fitness report form provides a receipt to be returned to the officer when the report is received in BuPers. Many officers maintain a personal receipt file and periodically check it for continuity. If a receipt is not received within a reasonable time after a report is submitted, the reporting senior should be notified so that he can follow up with appropriate action.

Test Battery Retesting

Q: *May a Navyman be retested in the Basic Test Battery he initially takes in recruit training?*

A: Yes. At times, retesting is required because a man's additional education and experience may lessen the accuracy of the earlier test.

Enlisted classification units may approve retests for those who have not previously been retested (only one retest is permitted) provided they:

- Are high school graduates or the equivalent.
- Have shown positive improvement in educational background,

language proficiency or experience.

- Have not taken the initial test within the last two years.

- Have a valid enlisted classification record in the service record.

- Have a positive reason for being retested (such as a requirement for entrance to a school or program to which waivers are not allowed; morale or reenlistment; evidence of substantial increase in knowledge or work experience; or improvement in language proficiency).

In special cases, authority for a retest may be requested from the Chief of Naval Personnel without regard to the above criteria.

The new scores become official, even if lower than the original scores. The retest is for the entire battery, not for an individual test.

Education/Training

Q: *Is there any program of financial assistance for Navy men interested either in completing high school requirements, or earning college credits toward a degree, on an off-duty, part-time basis?*

A: The Navy is interested in helping all Navy men and women raise their educational levels. Financial assistance is available through the Navy Tuition Assistance Program, which pays 75 per cent of the tuition costs of courses undertaken at accredited high schools and colleges. Support is limited to seven quarter or semester hours in any one term. Application for tuition assistance is made via commanding officers to the naval district or overseas area commander with authority to issue tuition

assistance contracts. The Navy portion is paid directly to the school (it cannot be paid to the individual). Therefore, it is important that applications are submitted in sufficient time for the applicants to receive a contract to present to the school at time of registration. Note that by law, commissioned officers must agree to remain on active duty for two years following completion of any course for which tuition assistance was granted.

Q: *With regard to training quotas, what is the reference which provides data for requesting school quotas?*

A: The Formal Schools Catalog (NavPers 91769 series) contains information on the offices with quota controls and prerequisites for attending respective courses. This publication is revised semiannually to ensure up-to-date convening dates and notice of new courses.

Advancement

Q: *When is the next exam for advancements to senior and master chief petty officer?*

A: The next scheduled exam for SCPO/MCPO, will be in February 1971. But the schedule will be revised next year so that the exams are given in November. This means there will be two exams (February and November) during 1971, and once a year (November) thereafter.

Q: *Is a man with a set retirement date qualified to participate in an advancement exam?*

A: A member who submits his Fleet Reserve application after 1 Jan 1971, which would normally be approved for a date subsequent to 1 Jul 1971, may not be advanced to a pay grade which would require him to remain on active duty or incur additional obligated service beyond his authorized Fleet Reserve date.

Q: *May a designated striker*

take an advancement exam in a rating other than his own in order to change his rating?

A: No. Identified strikers may only participate for advancement in their designated rating. If you wish to change your striker identification, submit a request to the Chief of Naval Personnel. Normally, striker identifications are assigned only as a result of a Navy-wide examination or Class "A" school training. Therefore, if your request is approved, authorization will usually be granted to remove your present striker identification, which will enable you to strike for another rating of your choice.

Promotion

Q: *If selected for promotion, must I be promoted before the beginning of a new fiscal year?*

A: No. The number of officers selected is based on an estimate of vacancies that will occur during a fiscal year. Promotions then are effected on a monthly basis as actual vacancies occur within each grade. This procedure is followed until the promotion list is depleted.

Q: *How are date of rank and effective date assigned in cases of promotion to limited duty officer?*

A: The effective date is based on vacancies within the LDO structure, and the date of rank is that of the unrestricted line officer who is immediately junior to the LDO on the promotion list.

Q: *How is the number of officers to be selected for promotion determined?*

A: The Secretary of the Navy determines projected requirements and then, in order to maintain an approximately equal opportunity for individual year groups, determines the size of the zone. A selection percentage is applied to the number of officers in the promotion zone; the number selected equals the anticipated requirements.

Q: *Is an officer required to take a new oath of office each time he is promoted to a higher grade?*

A: No. An officer who has served

continuously since he originally subscribed to the oath of office is not required to take a new oath when promoted.

Q: *Must I have a permanent appointment in my present grade to be eligible for selection to the next higher grade?*

A: No. There is no requirement that an officer's grade be permanent in order for him to be eligible for selection.

Q: *How are the date of rank and effective date of a SPOT promotion determined?*

A: The date of rank assigned is the second day of the month in which selected. This distinguishes SPOT promotions from normal promotions which have dates of rank as the first day of the month. The effective date is the date the appointment is signed by the Secretary of the Navy.

Q: *When is a SPOT promotion terminated?*

A: Upon transfer from the billet for which SPOT-promoted. It must be terminated unless the officer is being reassigned to a billet which qualifies for a SPOT promotion, or unless the officer is on a

regular promotion list. When a SPOT-promoted officer is promoted from a regular promotion list, the SPOT promotion terminates.

Q: *How is the date of rank determined for restricted line and staff corps selectees?*

A: Vacancies for each month are first computed for the unrestricted line, and a date of rank assigned. All restricted line selectees who precede, and all staff corps selectees who immediately follow, the last unrestricted line officer promoted for the month, are assigned the same date of rank as that assigned the unrestricted line officers.

Q: *Will I still be considered for selection if I have failed of selection or have a retirement or resignation request pending?*

A: Yes. Each officer who becomes eligible for consideration for promotion remains eligible while on active duty. However, retired officers on active duty are ineligible for promotion.

Q: *When must a lieutenant (jg) of the Regular Navy be discharged due to failure of selection?*

A: Except for officers of the Nurse Corps, a lieutenant (jg) of the Regular Navy is honorably discharged on 30 June of the fiscal year in which he fails of selection for the second time. If he so requests, he may be discharged at any time during the fiscal year.

Q: *As an LDO lieutenant commander, will I still be considered for promotion to commander if I decline my appointment to permanent commissioned status?*

A: Yes. Permanent or temporary status does not affect your eligibility for consideration.

Q: *What is the membership of selection boards which recommend line officers for promotion?*

A: The selection board membership requirements are established by law. Line selection boards are as follows:

Boards to recommend captains

What's Your Question?

for promotion to rear admiral and commanders for promotion to captain—each board not less than nine officers serving in grade rear admiral or above. When a board consists of more than nine members, only nine may act upon the case of any officer designated for engineering duty, aeronautical engineering duty, or special duty. In such cases the nine members shall be the three alternate members of the same designation as the officer under consideration (or the lesser number of such officers), plus the number of the most senior members not restricted in the performance of duty, to make a total of nine.

Boards to recommend lieutenant commanders for promotion to commander—three officers serving in grade rear admiral and six officers serving in grade captain.

Boards to recommend lieutenants for promotion to lieutenant commander, and lieutenants (jg) for promotion to lieutenant—nine officers serving in grade captain or above.

Auto Shipment

Q: Are there any restrictions as to which port activity I must deliver my automobile for shipment overseas, dependent upon whether my present duty station is on the east coast or the west coast?

A: In general, if you are eligible to have your household goods moved at government expense, and your next duty station is overseas, your car can be shipped as well. You must deliver the car to a selected port activity for final preparation, inspection and loading aboard ship. In most cases, cars may be delivered to port activities on either coast for shipment to any country where cars are permitted to enter, and to which you may be ordered. For example, if your new duty station is in Japan and you are presently stationed on the east coast of the U. S., you can deliver your car to a port on the east coast for shipment. But there are exceptions. If you are ordered to Alaska, your car must be delivered to Seat-

tle for shipment. If you are ordered to the Bahamas, your car must be delivered to either Bayonne, N. J., or Port Canaveral, Fla., depending on your destination in the Bahamas. However, in most cases, shipment may be made from many ports on the east, west or Gulf coasts. Frequency of service from a particular port is largely dependent on the ultimate destination. Specific information should be obtained from your local transportation officer.

Auto Insurance

Q: Do the armed forces offer any sort of automobile insurance to servicemen?

A: No. The armed services are not in the insurance business. There are numerous commercial companies which do provide auto insurance primarily for servicemen.

Dependents' Schools

Q: Each of the three military departments is responsible for providing primary and secondary schooling for minor dependents of military and civilian personnel of the Department of Defense stationed overseas. How is this responsibility divided among the three military departments?

A: Countries in Europe, Africa and Asia to 90 degrees E longitude are the responsibility of the Army. The Atlantic area, including North, Central and South America, is the responsibility of the Navy. The Pacific area, including all countries in the Far East to 90 degrees E longitude, Australia and New Zealand, is the responsibility of the Air Force.

Q: I have a child of kindergarten age. Is kindergarten training offered in overseas dependents' schools?

A: Yes. All service-operated overseas dependents' schools offer kindergarten as an integral part of their programs.

Q: My child has a speech impediment. He has been enrolled in a special speech class here in the continental U. S. Would he be able to receive such training in an overseas dependents' school?

A: Yes. Speech therapists are employed to provide training for such children.

Q: I have a stepchild whom I have not adopted but for whom I act as guardian and am responsible for all of his support. Is he eligible for overseas schooling at government expense?

A: Yes, provided he is dependent upon you for more than one-half of his support.

Q: I work on base and reside in the local civilian community. My children attend local public schools. Does the Department of Defense make a contribution to the local school district for the education of my children?

A: No. The expenditure of DOD appropriated funds for the education of dependents within the continental U. S., Puerto Rico, Wake Island, Guam and the Virgin Islands, is prohibited by law. If the local school district meets certain criteria, it is eligible for financial assistance from the Department of Health, Education and Welfare.

Q: I am headed overseas with a child of college age. Are there any provisions whereby the government will assist in the payment of his tuition if he enrolls in a college overseas?

A: No. Provisions for overseas dependents' schooling at government expense extend only through the elementary and secondary school levels.

Q: I received orders to an overseas area where my dependents are not permitted, so I moved my family to Puerto Rico at my own expense. Are my children eligible to attend a service-operated school in Puerto Rico at government expense?

A: Yes, provided your home of record is Puerto Rico or your wife's ancestral home was in Puerto Rico before your marriage. Also, you must have been stationed in an area where English was the language of instruction in schools generally attended by the children of military personnel.



Q: *If my children are attending an overseas dependents' school and I die while on active duty, would the schooling continue?*

A: Schooling would be provided for your children at government expense for the remainder of the school year in which enrolled at the time of your death. However, enrollment after that school year would have to be on a space-available, tuition-paying basis.

Retirement/Fleet Reserve

Q: *If, when I take a physical examination for transfer to the Fleet Reserve, I'm found unfit, what happens?*

A: If you are found unfit for duty you'll be referred to the nearest medical facility (on an outpatient basis, if possible) for evaluation. If it is determined that you have a disability, you will be transferred to the nearest naval hospital for further evaluation and appearance before a physical evaluation board. However, if you do not want the disability system, you may waive your rights to a full and fair hearing of the physical evaluation board and then be transferred to the Fleet Reserve and released to inactive duty.

Q: *I'm approaching 30 years of service for retirement. May I receive*

overseas duty for my twilight cruise?

A: No. Eligible personnel who apply for twilight assignments under chapter 19 of the Transfer Manual may request shore duty in a naval district of their choice, or sea duty on board a ship or unit with a home port in a locality of their choice within the United States. Requests for assignment should be submitted at least 28 months in advance of the date you complete 30 years' active duty. In any event, when you contemplate a request for twilight assignment, or are nearing retirement and expect to be reassigned under normal rotation procedures, you should inform your detailer in BuPers of your plans.

Q: *How long must a Fleet Reservist recalled to active duty serve in order to have his retainer pay recomputed at a higher rate? How is the pay recomputed?*

A: After recall to active duty, you must serve, day for day, at least

24 months' continuous active duty, after the last pay raise, in order to have your retainer pay recomputed at a higher rate of base pay. The new rate is computed by adding the number of years of service creditable to you at the time of your transfer to the number of years of later active duty, and multiplying the sum by two and one-half percent of the basic pay of the pay grade in which eligible at the time of release from active duty. A fractional year of one-half or more included in the computation of total service is counted as a full year.

NROTC

Q: *What was the first non-professional military college in the United States?*

A: The American Literary, Scientific and Military Academy, founded in Vermont in 1819 by Captain Alden Partridge, a former superintendent of the United States Military Academy. The school was renamed Norwich University in 1834. It was the spiritual grandfather of all the ROTC programs that followed.

Q: *Which NROTC units had the largest student enrollment during the 1969-70 school year?*

A: Villanova University, 400; University of North Carolina, 343; Ohio State University, 325; University of Virginia, 304.

Q: *Does the Navy plan to establish any new NROTC units?*

A: The Citadel, Charleston, S. C., was established in September 1970. A school in Florida, its name to be announced later, will receive a unit next year. It is planned to establish new units at several predominantly Negro colleges in the near future.

Q: *I've heard that the restriction against marriage applicable to NROTC Regular Midshipmen, in effect since 1946, has been revoked. If true, when, and by whom?*

A: True, on 22 May 1970, by the Assistant Secretary of the Navy (Manpower and Reserve Affairs).

SPORTS '70

NAVY MEN AND WOMEN continued to demonstrate skill, fitness and athletic achievement while vying for honors in events ranging from local flag football to big-name sports at the All-Navy, Interservice and national and international levels.

This year, a combination of spirited competition and enthusiastic spectators resulted in numerous sports treats for both athletes and fans.

Left: All hands turn to and raise the mainsail as Intrepid prepares for another race. Facing page: The crew aboard USS Warrington (DD 843) (background) joined with other fans to watch the race.

ALL HANDS

PENTATHLON

At the 15th annual international military sports competition at Karlskrona, Sweden, last summer, athletes of seven nations gathered for the naval pentathlon games which are patterned after the Olympics but use military physical training techniques. The naval pentathlon is a grueling test of man's ability on land and in the water.

Final points are the sum of scores on five individual events — obstacle race, obstacle swim, lifesaving contest, seamanship competition and amphibious cross-country racing.

UNITED STATES NAVYMEN took first place in team competition, and the top two places in individual standings.

Lieutenant (jg) Kris Kirkland of UDT 12, with 5710 points, was the top individual scorer. Seaman V. Rodney Tanaka of UDT 11 placed second with 5593 points.

In team events, the American Navymen placed first with 16,765 points, followed by Norway with 12,214 points. Other competing countries were Sweden, Brazil, the Netherlands, Italy and West Germany.

The annual international meet is sponsored by the Conseil International du Sport Militaire (CISM). For more on the Pentathlon, see page 54.

AMERICA'S CUP

Interest in international yacht racing reaches a peak every few years after challenges have been issued and sails are set for the America's Cup.

By way of background, in 1851, members of the New York Yacht Club built the 101-foot schooner *America* and sailed her to England where she was victorious in a race around the Isle of Wight. *America's* prize was a trophy called the Hundred Guinea Cup — since renamed America's Cup and deeded to the New York Yacht Club.

Over the years, this trophy has inspired the famous America's Cup challenge races. On 21 occasions, British, Canadian and Australian yachtsmen have unsuccessfully attempted to wrest the trophy from its place of honor at the NYYC.

THE MOST RECENT America's Cup races were held off Newport, R. I., last September.

Four Navymen were among the 11-man crew of *Intrepid*, defending champion of America's Cup. The Navymen were: Lieutenant (jg) Royal DuBose Joslin, *uss Puget Sound* (AD 38); Lieutenant (jg) Norris Strawbridge, communications officer of *uss Escape* (ARS 6); Seaman George Twist, Mine Flotilla Three, Long Beach; Seaman Richard N. Sayer, Officer Candidate School, Newport.

Early last spring, the four Navymen joined *Intrepid's* skipper, Bill Ficker, and the other six crewmen, to prepare for trial races off Newport. In July, four U. S. yachts — *Intrepid*, *Weatherly* (a contender from the

1964 races), and two new boats, *Heritage* and *Valiant* — began the trials.

By the end of August, freshly reworked *Intrepid* had an almost-undefeated record and was selected to defend America's Cup.

Meanwhile, challenging boats from Australia and France were holding their own trials off Newport, and Australia's *Gretel II* defeated the yacht *France* in four straight races.

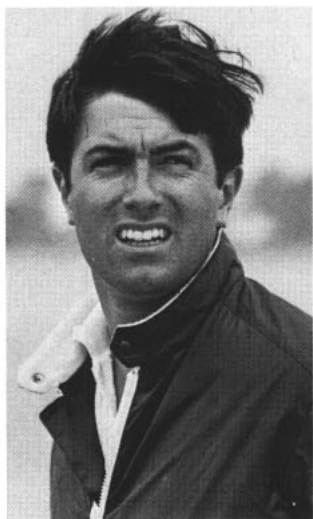
In mid-September, *Intrepid* and *Gretel II* began match racing over the 24.3-mile course. In this type of racing, the aim is to finish ahead of your opponent, and not necessarily to finish the course by the most direct route.

America's Cup boats — 12-meter yachts — usually carry up to eight spinnakers and five or six jibs, each designed for a specific strength of wind. Having the right sail up at the right time can decide the outcome of a race.

STRATEGY AND A FAST, dependable crew can enable the lead boat to block the wind from the sails of the second boat and thus hinder its progress. A good crew can set a new sail inside another without the spectators realizing that a change has been made.

The best-of-seven series between *Intrepid* and





Gretel II lasted 14 days, including cancellations because of foul weather.

Intrepid won the first race by five minutes, 52 seconds after the Australians had lost a man overboard and *Gretel II* fouled her spinnaker.

The Australians came back and *Gretel II* apparently had won the second race by 67 seconds, but Ficker protested that his right-of-way had been impeded at the start. The New York Yacht Club awarded the race to *Intrepid*, which meant a 2-0 margin for the American boat.

Intrepid won the third race by 1:18, but *Gretel II* again came back and took the fourth race by 1:02. Aided by a friendly wind shift, *Gretel II* made a run in the stretch and overtook the Americans in the last half-mile.

The fifth and deciding race for *Intrepid* was a superb duel fought to the finish before *Intrepid* pushed home by 1:44, or some 300 yards.

Bill Ficker and his crew, which included four U. S. Navymen, were cheered for their skill, determination and sportsmanship, and until America's Cup is again challenged, will be regarded by many as the world's finest yachtsmen.

—America's Cup Story and Photos
by PH3 T. R. Hearsom, USN

Outside column top to bottom: These Navymen served as part of the 11-man crew on the *Intrepid*. (1) SN Richard N. Sayer, USNR. (2) SN George Twist, USNR. (3) LTJG Royal DuBose Joslin, USN. (4) LTJG Norris Strawbridge, USNR. (5) SN George Twist checks forward mast stays before a race. Left: LTJG Royal Joslin spends early morning hours preparing rigging. Below left: Minor adjustments are made in the rigging during a trial race. Below: SecNav John H. Chafee, (left), Mrs. John R. Drexel, III, Charles L. III and RADM J. Nevin Shaffer, Commander Cruiser-Destroyer Force, Atlantic Fleet, view the first race in the America's Cup series from USS Warrington (DD 843). Bottom: The crew retire a sail at the end of a busy day.

GOLF

Individual honors in golf went to Lieutenant Larry McAtee of NAS Oceana, Va., who won the All-Navy Open championship and then went on to capture interservice honors with a 10-under-par, four-round total of 278 over the tournament course at Naval Station Long Beach.

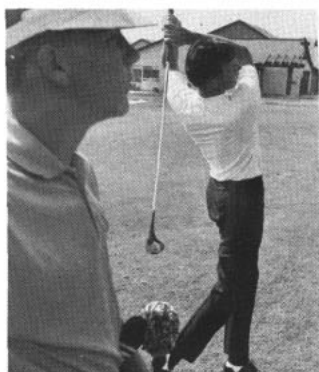
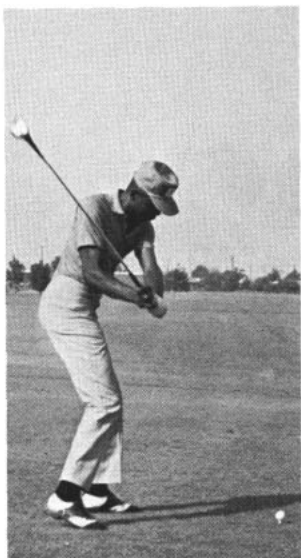
Lieutenant McAtee's second round score of 65 — a record for the course — helped him pull away from his nearest competitor, Marine Robert Nieberding, who finished in par 288.

The Navy swept the Interservice Open Division in team standings with a combined score of 1160. The Air Force placed second and the Marines third.

IN THE INTERSERVICE Senior Division, Navy Captain Tex Ireland of San Diego held a four-stroke lead going into the final round, but was unable to withstand the charge of Air Force Lieutenant Colonel Gordon Manchester. Senior Division team honors likewise went to the Air Force; Navy, second; Marines, third.

At Long Beach earlier, LT McAtee, CAPT Ireland and Lieutenant Commander Nancy Hollenbeck were respective winners of the Open, Senior and Women's divisions of the All-Navy tournament. For LCDR Hollenbeck, representing the Chief of Naval Air Reserve Training, Memphis, it was her fourth All-Navy championship and third in as many years.

Captain Ireland, Assistant Chief of Staff for Administration to the Commandant, 11th Naval District, had participated in eight previous All-Navy tournaments. Lieutenant McAtee is a three-time All-Navy champion, having won the open titles in '67 and '69.



SKEET SHOOTING

At the Interservice Skeet Shooting Championships in Colorado Springs last May, AOCS Allen F. Buntrock, attached to *uss Constellation* (CVA 64) proved himself once again a champion with a shotgun. He was world champion with the 12-gauge in 1969. The Navyman took first place in international-style shooting (the shotgun touches the hip until the target appears) during the interservice competition.

Buntrock was a member of the five-man Navy team which won the Interservice Championship at Colorado Springs.

IN OTHER COMPETITION later, EO3 Carl L. Hartman of MCB-4 in Okinawa last September scored 97 hits out of a possible 100 to place first in the Miruko Trap Shooting Contest at the Keystone Gun Club, Futema.

BOWLING

The 1970 Interservice Bowling Championships at Camp Lejeune, N. C., was the setting for a roll-off in which the Navy captured three of five events in the men's competition. Navy women did not fare as well, although in the Women's Doubles a combined 2172 by YN2 Dorothy Morgan and YN2 Carol Gunder fell only 34 pins shy of the winning Air Force team's 2206.

These were the Navy's interservice bowling representatives (who earlier had survived eliminations which progressed from the local level to the All-Navy Bowling Championships at NTC San Diego):

- Men — AG1 Max Burke, NAS Lemoore; PN2 F. M. Sandoval, NTC San Diego; YN2 Paul Devillier, NMCTC, Albany; ATAN Don Marsch, VT 28, NAS

Far left: First Sergeant Daniel Coe of Camp Pendleton hits the first tee shot to start the Interservice Championships at Los Alamitos Navy Golf Course. Left: LCDR Nancy Hollenbeck, CAPT Tex Ireland and LT Larry McAtee display their trophies for finishing first in their divisions at the All-Navy Golf Tournament in Long Beach. Below left: LT Larry McAtee, the 1970 Interservice Golf Champion, tees off during the final round of the tournament. Below middle: EO3 Carl L. Hartman of MCB4 in Okinawa hit 97 out of 100 to place first in the Miruko Trap Shooting Contest at the Keystone Gun Club, Futema. Below right: The 1970 Interservice Bowling Championships proved to be tough competition for Navy men and women.

Corpus Christi; YNSN R. F. Harder, VA 129, NAS Lemoore; AN G. S. Pickens, VF 124, NAS Miramar; LT M. I. Henry, Naval Hospital Oakland.

● Women — SK1 L. A. Bruce, NAS Memphis; YN1 J. Moynahan, NTC Great Lakes; YN2 C. K. Gunder, Naval Station Norfolk; YN2 D. A. Morgan, NTC San Diego; AC2 M. A. Clark, NAS Alameda; AN B. J. Thomas, NAS Norfolk.

IN MEN'S COMPETITION, the Navy bowlers were champions in the team event, team all events, and doubles event. In the latter, the Navymen dominated as AN Pickens and PN2 Sandoval teamed to place first, and YNSN Harder and AG1 Burke combined for runners-up honors. Pickens also placed second in the individual all events.

HYDROPLANE RECORD

Commander Glenn M. Brewer last summer won the 1970 Western Divisional Championship for the 150-

cubic-inch inboard hydroplane racing class of the American Power Boat Association races at Harrison Hot Springs, B. C. In so doing, CDR Brewer set a five-mile competition world record for the class at 83.333 mph — a full three mph better than the old record.

Commander Brewer drove the sleek hydroplane *La Cucaracha*, which by APBA rules is limited to 150-cubic-inch displacement. The craft is powered by a Chevy II four-cylinder engine modified with a fuel-injected V-8 head.

Setting speedboat records is not a new experience for the Chief Staff Officer of ComSubRon Five, San Diego. In his first year of racing in 1966, CDR Brewer was national champion in the 145-class hydro with his cabover *Volador* — named after the submarine he then commanded — and set a world straightaway kilo record.

For an illustration of this exciting water sport which is becoming more popular each year among participants and spectators, see page 56.

THE WORLD CHAMPS IN NAVAL PENTATHLON

For general all-round seamanship and good physical condition, U. S. Navymen are hard to beat. In fact, athletes of six other countries last summer found it impossible.

The American naval pentathlon team took first place in team competition, and the top two places in individual standings, at the 15th annual International Military Sports competition at Karlskrona, Sweden.

Lieutenant (jg) Kris Kirkland, with 5710 points, was the top individual scorer. Seaman V. Rodney Tanaka came in second with 5593.

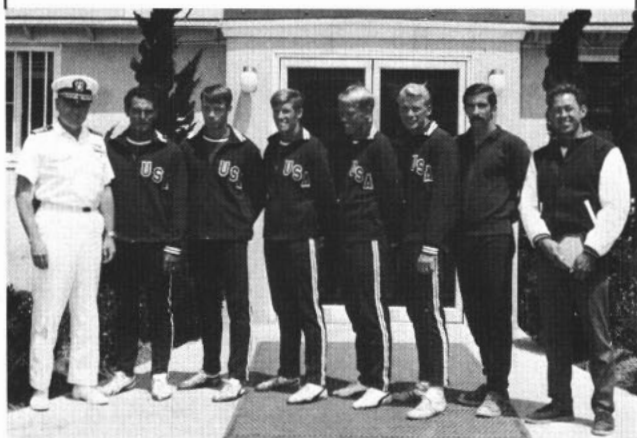
The American team, made up of four UDT men and one SEAL team member, took first in team competition with 16,765 points, followed by Norway with 16,214. Other competing countries were Sweden, Brazil, the Netherlands,

Italy and West Germany.

All the members of the team were assigned to the Naval Special Warfare Group, Pacific, as follows: LTJG Kirkland and Ensign Paul Sangren, UDT 12; SN Tanaka, UDT 11; Gunner's Mate 2nd Class Eddie J. Felton, UDT 13; and Aviation Electronics Technician 3rd Class E. R. "Woody" Shoemaker, SEAL Team 1.

Below: Pentathlon team, from left to right: CAPT Teddy R. Fielding (Commander Naval Special Warfare Group Pacific), Rodney Tanaka, Woody Shoemaker, Kris Kirkland, Steve Sangren, Eddie Felton, Morey Kucich (alternate), Chief Don F. Rose (coach). Right: SN Rodney Tanaka participates in the obstacle race. Below: GM2 Eddie Felton paddles an inflatable boat in the amphibious cross-country meet.

H. Smith



BASKETBALL

"The Madison Square Garden of the Pacific" — Bloch Arena at Naval Station Pearl Harbor — was the site for this year's All-Navy basketball tournament, and the SubPac Raiders, adding hustle and clutch shooting to a home court advantage, outgunned three other regional contenders.

The All-Navy pairings and results in the doubles-elimination tournament were as follows:

SubPac 82, PhibLant 80.

Naval Station Newport 84, Mare Island Naval Shipyard 73.

PhibLant 104, Mare Island 91.

SubPac 88, Newport 73.

PhibLant 75, Newport 67.

SubPac 98, PhibLant 85.

MOVING ON to the Interservice championships at Long Beach, 12 all-stars selected from the All-Navy tourney might have been able to keep up with a

tall, super-star-packed Army team, but the rules insist that only five players per team may take the court to play the game.

Navy was respectable in losing to Air Force 89-81, and salvaged a 92-84 victory over the Marines. But a 128-52 thrashing by Army left the Navymen with the loser's side of a 1-2 tournament record, and third place finish.

Even in a losing cause, the outstanding play of SubPac's YN3 Steve Schlink assured his selection for the Armed Forces entry in the National AAU Basketball Championships at Columbia, S. C. And for the second straight year, the military stars proved that individual talent, combined, is what goes into a winning team.

The Armed Forces swept Bowman's (Dayton, Ohio) 78-55; Little Rock 132-60; Howard Payne (Texas) 107-72; and, in the finals, Sertoma Club (Columbia, S. C.) 77-76.

During this year, basketball proved to be one of Navy's most popular sports in U.S. and abroad.

Their coach, Master Chief Engineman Don F. Rose, is an instructor with Basic Underwater Demolition training at the Naval Amphibious School, Coronado.

The naval pentathlon, patterned after the Olympic event but using military physical training techniques, is a grueling test of a man's abilities on land and in the water. Final points are the sum of scores

on five individual events—an obstacle race, an obstacle swim, a life-saving contest, seamanship competition, and an amphibious cross-country race.

Just to qualify for the team, Navymen were required to beat competitors in a mile-and-a-half run (with under nine minutes the maximum time allowed); a 200-meter swim fully clothed; and then

another 200-meter swim with fins in less than three minutes.

The annual international meet is sponsored by the Conseil International du Sport Militaire (CISM), an organization which grew out of the Allied Forces Sports Council formed in 1946 under U. S. chairmanship. CISM is made up of military services of more than 40 countries.



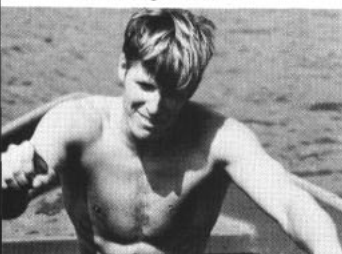
Team participants: (l to r) SN Rodney Tanaka, AT3 Woody Shoemaker, ENS Steve Sangren, LTJG Kris Kirkland, and GM2 Eddie Felton.



Above: Opening ceremony for the 1970 International Naval Pentathlon Championships. Right: GM2 Eddie Felton in the obstacle race.



JG Kris Kirkland mans a boat during a rowing contest.

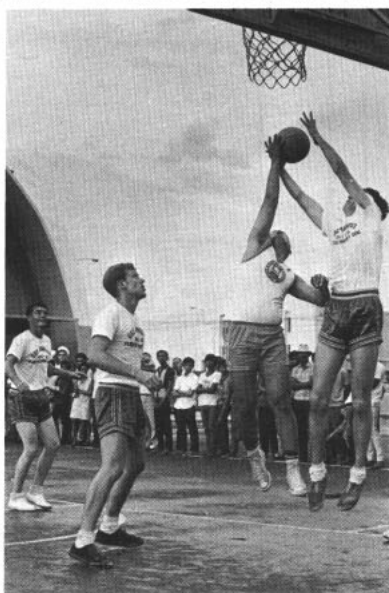
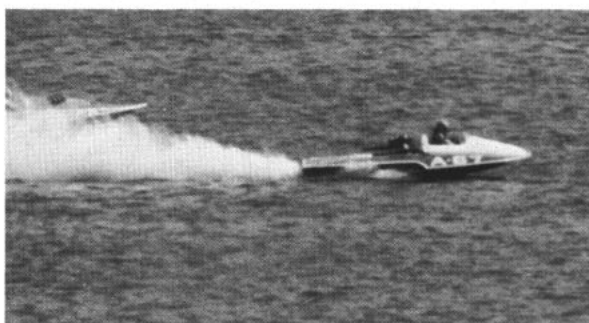


Scores are posted.

Nation	sum. points branches	Plac
USA	16,745	
Norway	16,214	
Sweden	15,951	
Brazil	15,693	
The Netherlands	15,155	
Italy	14,789	
West-Germany	14,248	

SN Tanaka readies for competition.





Left column top to bottom: USS *Shenandoah* (AD 26) produced seven champions in the All-Navy Boxing finals. (2) CDR Glenn M. Brewer, driving *La Cucaracha* (A-67), set a new world record for the 150-cubic-inch in-board hydroplane racing class at Harrison Hot Springs, B. C. (3) Navymen practice basketball on land and (below) on the high seas. Right: Sailors jog to get in shape for Navy sports.



NAVAL ACADEMY

Athletic teams at the Naval Academy won 131 events, including a record 12 over rival Army, during the sports campaign which concluded fiscal 1970.

By winning the spring sports weekend from the cadets 4 - 1, the midshipmen closed the book on the most successful year ever in Army - Navy competition. The Navymen won 12 events, Army won five and there was one scoreless tie (in soccer).

Specifically, Navy won cross-country, 150-pound football, fencing, gymnastics, pistol, squash, swimming, wrestling, baseball, la crosse, golf and tennis.

Over-all, the middies' won-lost record for 18 events during the fall, winter and spring seasons was 131-78-2.

And how about that great 11-7 Navy football victory over Army this Thanksgiving weekend!

BOXING

If the Navy has a boxing stable, its name is *Shenandoah*.

In the All-Navy Boxing finals, eight of the 11 events had fighters from *uss Shenandoah* (AD 26), and seven of these gladiators won their fights to become All-Navy champions. Count 'em:

- *Light Flyweight* — Gary Wallace, *Shenandoah*, decisioned John Bailey, *uss Chandler*.

- *Flyweight* — Willard Mosley, *Shenandoah*, decisioned Alfred Rubio, Underwater Weapons Group One.

- *Bantamweight* — Joseph Fletcher, *Shenandoah*, decisioned Roger Henry, *uss Ranger*.

- *Featherweight* — Danny Alemida, *Shenandoah*, decisioned Salvador Carvalho, *uss Klondike*.



• **Lightweight** — Rudy Serr, *uss Vancouver*, decided Steve Patterson, *Shenandoah*.

• **Light Welterweight** — Quincy Daniels, *Shenandoah*, TKO over Allen Hutchinson, NavSta Treasure Island.

• **Welterweight** — Greg Potter, Service Group One, decided Mike Gallo, NTC Bainbridge.

• **Light Middleweight** — Cove Green, *Shenandoah*, decided Steve Ewell, VP-17.

• **Middleweight** — Jeff Lawrence, *Shenandoah*, decided Jammie Phills, Naval Shipyard Hunters Point.

• **Light Heavyweight** — Alvas Gillespie, NAS Point Mugu, decided Johnny Wilson, *uss Calcaterra*.

• **Heavyweight** — Dwayne Bobick, Fleet Operations Center Hawaii, decided John Hunter, NavComSta Sugar Grove, W. Va.

VOLLEYBALL

Four teams composed of players representing the customary regions exchanged spikes for three days at NAS Alameda, and after each team had played a scheduled six games, the All-Navy Volleyball Tournament standings looked like this:

Western Pacific — 5-1

South Atlantic — 5-1

Pacific Coast — 2-4

North Atlantic — 0-6

WestPac won the playoff, defeating SoLant 15-7; 17-15.

THE INTERSERVICE CHAMPIONSHIPS also were held at NAS Alameda, and the spectators again received a bonus owing to a tie for first place after the regular schedule. Unfortunately, Navy fans considered the bonus to be of dubious value because their heroes



Above left: *USS Alfred A. Cunningham* (DD 752) produced 126 points to win the CruDesPac Olympiad which attracted some 1500 men. Above: TM3 Steve Burt, left, and TM3 Dave Carlson display the awards they won at Norfolk in track and field events. Far left: Seaman Alfonso Sanchez breezed through recruit training's nine-hazard obstacle course at San Diego in the record time of one minute and 29 seconds. Right: Captain Charles S. Brookes competes in the annual Okinawa Oil Can Derby at Kadena Air Base.

were next to the bottom in the tournament standings:

Air Force — 5-1

Army — 5-1

Navy — 2-4

Marines — 0-6

In the playoff, Air Force defeated Army, three games to one.

ELSEWHERE IN SPORTS

CruDesPac Olympiad—*USS Alfred A. Cunningham* (DD 752) produced the brains and brawn needed to acquire 126 points in the third annual Cruiser-Destroyermen's Olympiad which attracted some 1500 men from 28 ships and four staffs in the Long Beach area. The olympiad consisted of 25 events—some in track and field, others in Navy-oriented skill competition, and still others in such honorable pastimes as acey-ducey and cribbage. *uss Collett* (DD 730) and *uss Norton Sound* (AVM 1) were runners-up.

Hawaii Cross-Country—Members of the Mid-Pacific Road Runners Club in Hawaii watched in admiration as Mike Gregorio of Fleet Composite Squadron One (VC 1) at NAS Barbers Point ran the five miles of the Diamond Head Clockwise Cross-Country race in 25 minutes, 12 seconds—20 seconds better than the old record Gregorio himself had established last year.

Fishing Derby—The first annual Eleventh Naval District Fishing Derby off San Diego ended in a fish-off last September between the weekly winners of the events that had begun three months before. PHC Jim Julius of the Amphibious School, Coronado, boat-ed a 12-pound yellowtail to place first in the fishoff; he had earlier landed a 28½-pound albacore to gain the finals.



The Men from Fulton—At the combined Atlantic Fleet and East Coast Track and Field Meet in Norfolk last May, TM3 Steve Burt and TM3 Dave Carlson of USS *Fulton* (AS 11) were standouts individually and as a team. In the 400-meter intermediate hurdles, Carlson placed first in the LantFlt competition and second in the East Coast. Burt captured the LantFlt high jump (6'-2") and placed third in the East Coast portion of the same event; and was second and third, respectively, in the discus. On impulse (he had nothing else to do one afternoon during the meet), Burt decided to enter the triple jump, even though he had never before competed in the event. He placed third and fourth, LantFlt and East Coast, respectively.

Six No-Hitters—Softball pitcher Clyde Arnold of USS *Kitty Hawk* (CVA 63) threw six no-hitters, including two perfect games, to lead the *Kitty Hawk* team in the tough Puget Sound Naval Shipyard League. In one of his perfect seven-inning games, Arnold struck out 19 of the 21 men he faced. After 70 innings pitched, Arnold had struck out 162 batters and had allowed only one earned run.

Senior Olympics—Retired Chief Steward Bert Burnham of Los Angeles won the 100-meter dash for age group 60-64 in the first Senior Olympics at the Los Angeles Coliseum last June. The track and field meet for men 40 and over drew about 500 entrants from 25 states. Chief Burnham ran against seven others in the 100-meter finals, and was three yards ahead of the field when he hit the tape at 14:1 seconds. The retired (since 1948) Navyman keeps in shape at age 60 by running two miles three times each week. His average time for the distance: 17½ minutes.

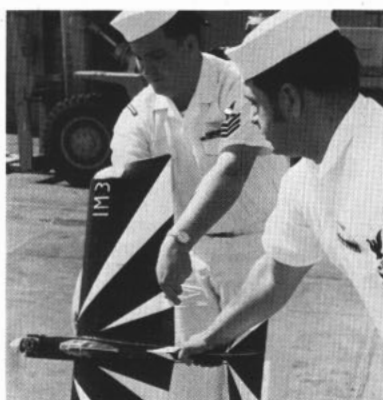
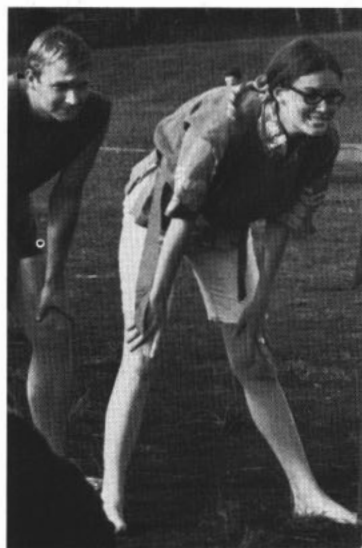
Swimming—In rough water competition in the San Diego area, Captain Jerry R. Siefert continues to dominate the old-timers class (no one below age 45 may

compete). During the first two weeks of September, CAPT Siefert, 53, won rough water meets at Oceanside and La Jolla and carried away two more trophies for his collection. The ComCruDesPac legal officer was captain of his swim team at the University of Wisconsin, and nine-time state AAU champion. In 1948, he won All-Navy honors in the 200-meter.

Recruit Obstacle Course—At NTC San Diego last summer, then-Seaman Recruit Alfonso Sanchez of company 281 breezed through the training command's nine-hazard obstacle course in one minute and 29 seconds—a full eight seconds faster than the previous best time. Obstacles included a 13-tire "stamper;" 40-foot pole parallel with the ground that is run to test agility and balance; four-foot tunnel of airplane tires; eight-foot wall of telephone poles; 20-foot rope (hand over hand); another eight-foot wall; ramp and sandtrap; swing rope and sandtrap; and solid 10-foot wall.

Jolly Good Show (Almost)—The basketball team of USS *Wasp* (CVS 18) participated in the English Bank Festival Tournament at Plymouth, England, last August, and in the first game defeated the All-Services Team of England, 54-46. The *Wasp Stingers* next outgunned the National Champions of Liverpool, 78-50, but had to settle for second place in the tourney after a showdown with the big, slick, highly organized Forrest Park Highlanders of St. Louis, Mo. The 88-39 thrashing at the hands of the Highlanders was the *Stingers'* first loss in 17 starts.

Model Airplane Championship—More than 50,000 spectators turned out at NAS Glenview, Ill., last summer for the 39th annual National Model Airplane Championships. An estimated 1200 modelers from throughout the United States and several other countries participated in 42 separate events during the



Left: Wave Seaman Chris Cunningham of the Naval Communication Station Honolulu got a position on her command's formerly all-male football squad. Above: AE1 Norman H. Johnson and assistant, AQB2 R. A. Johnson, prepare his modified "Combat Streak" for takeoff from USS *Midway's* flight deck. Above right: ST1 Herbert B. DeLong shows his form with a .45-caliber pistol that makes him one of the top Navy shooters. Right: Captain Jerry R. Siefert holds the trophies he won leading his class in two open ocean rough water swim meets at Oceanside and La Jolla, Calif.



week-long competition. Designing, building and flying model airplanes is catching on as a hobby for many Navymen. AT1 Norman Johnson of *uss Midway* (CVA 41), for example, designs and builds planes for competitive and sport flying, and has provided his shipmates with numerous demonstrations of model stunt flying and all around air showmanship.

Cycling to Corfu—Equipped only with a sleeping bag, two spare tires, \$150 and a Greek-English dictionary, DS2 John Elman of *uss Albany* (CG 10) bicycled 500 miles from Athens to Corfu, Greece, during his ship's deployment to the Mediterranean. Endurance bicycle riding is Elman's free-time pastime, and since entering the Navy in 1966, he has pedaled from Los Angeles to Vancouver; Los Angeles to Boston and Norfolk to Mayport, Fla. Most recently, Elman explored the areas around ports *Albany* has visited in the Med: Valencia, Naples, Villefranche and Athens. When *Albany* departed Athens, John headed overland on his cycle and met the ship at Corfu.

Passumpsic Basketball—Twenty knots of wind across the backboard is one of the usual playing conditions for basketballers on board *uss Passumpsic* (AO 107) in the PHIBL (POLcat Halfcourt Interdivisional Basketball League). PHIBL's 12 teams play on the helo deck three times a day—winds, seas and unrep's permitting. The 130 players range from 6'-5" and 280 pounds to 4'-11" and 120. Since *Passumpsic's* "heli-torium" has only two seats—for the timer and scorekeeper—the league can always claim its games have standing room only. And what other basketball league has albatross, flying fish and porpoises as regular spectators?

Confession of a Rookie—"Many thoughts, mostly of my early life, raced through my mind as we lined up

for the play. While the quarterback snapped out the signals, I could hear the other team snickering and making jokes.

"Suddenly, everything was in motion. The field, the players and the spectators became blurred. I was running forward, and I kept running until the ball slammed into my stomach and my breath rushed out in one large gasp.

"What happened after that is still hazy. I remember lying on the field, feeling every bone in my body to make sure none were broken.

"That was the only time I was in the game; a replacement came in for me and I staggered off the field."

Wave Seaman Chris Cunningham of Naval Communication Station Honolulu, caught up in the spirit of women's liberation, had accomplished what she wanted — integration of her command's all-male football domain. The pert halfback added, however, that after her one play, she decided to hang 'em up.

ROD & GUN CLUB

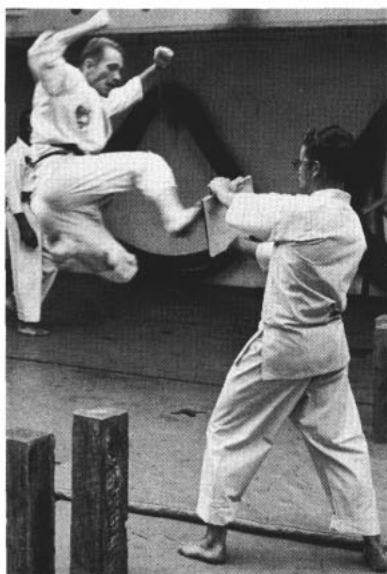
Outdoor enthusiasts on board *uss Brownson* (DD 868) have their own rod and gun club while underway. The ship recently purchased trapshooting equipment, and for a small charge any crewmember may try his skill at breaking clay pigeons thrown into the air from the fantail. The money collected is used to restock the supply of ammunition and targets.

Competition is keen and several marksmen have been discovered. During one Sunday afternoon, more than 1000 rounds of ammunition were fired.

Fishing enthusiasts on board *Brownson* have caught dolphins and other game fish.

ANY BOY CAN CLUB

uss Iwo Jima (LPH 2) has gotten involved with



Left: BM1 Carl B. Tilley breaks a board with his foot during one of his classes on board *USS Durham* (LKA 114). Below: Tilley, a third degree black belt, watches two of his students spar.



assistance to San Diego's Any Boy Can Club, a program for inner city youths founded in 1966 by popular former light heavyweight champion Archie Moore.

Moore and a number of the boys ages 8 to 15 visited the ship last summer and presented boxing and karate exhibitions for the crew.

The Any Boy Can Club attempts to reach as many boys ages 8 to 15 as possible during their important growing years. Boys are taught to be responsible members of the community in spite of unfortunate family circumstances or backgrounds, and the contrary pressures of inner city life. Approximately 500 boys from the San Diego area are on the club's roster.

Moore told the *Iwo Jima* crew that its assistance to the club is an important and gratifying involvement. Captain Leland E. Kirkemo replied on behalf of his crew that *Iwo Jima* felt the Any Boy Can Club can help provide the nation with upstanding men and the Navy with outstanding shipmates.

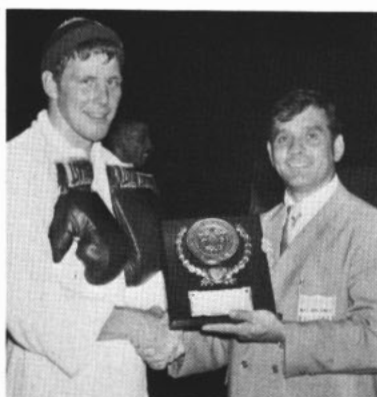
DURHAM KARATE

During the day, BM1 Carl B. Tilley is leading petty officer of the forward deck force of *uss Durham* (LKA 114). At night he teaches karate to 32 shipmates.

Tilley's classroom is the first level of *Durham's* second cargo hold. He teaches Taekwondo Korean Karate, one version of the art of self-defense.

"I'm trying to teach these fellows how to use their bodies," said Tilley. "The hands, fist, palm, feet, elbows, toes, knees, wrists and occasionally the head can be used very effectively by a karate expert."

Tilley, who is 5'-6" and weighs 135 pounds, has been learning and teaching karate for nine years, and holds a third degree black belt.



RIFLE AND PISTOL CHAMP

What does a person do with 5000 pounds of trophies?

If it's ST1 Herbert B. DeLong of the destroyer tender *uss Prairie* (AD 15), he gives them away to local civilian and military representatives who support shooting competition in the San Diego area.

DeLong has won two and one-half tons of trophies in rifle and pistol competition during the past six years, and has now given up accepting most of the trophies he wins in matches.

It started in 1964 when DeLong entered his first competition and won the First Naval District Rifle and Pistol Match. He since has collected an average of 20 medals and trophies for each match he entered.

The 31-year-old Navyman holds records which include 1970 honors as All-Navy Pistol Champion. He also holds the range record and night range record at the San Diego Police range.

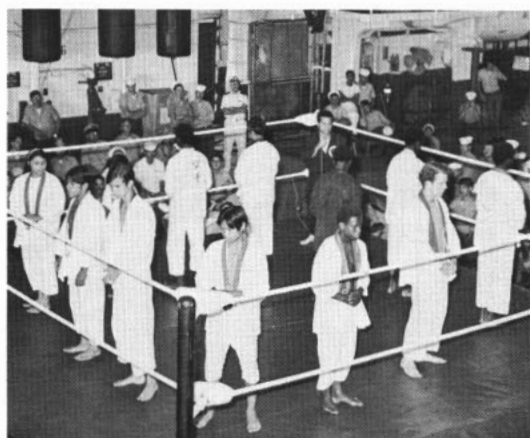
HEAVYWEIGHT CHAMP

"I've found that military boxers seem to be in better shape than amateurs on the outside, so I have to be in that much better shape to win."

A fighter who has not had a sparring partner since he entered the Navy two years ago, QMSN Duane Bobick, 19, has kept in shape through his own rigorous training program, which obviously has been successful.

Bobick is the All-Navy heavyweight champion, and was runner-up in the 1970 interservice boxing competition.

In only his fourth year of amateur boxing which began with Golden Gloves competition in Little Falls,



Above: QMSN Duane Bobick receives his plaque for winning the All-Navy Heavyweight title. Middle: A karate expert breaks a solid block with his fist as crewmembers of *USS Iwo Jima* (LPH 2) look on. Above right: Karate exhibitionists are introduced to the crew of *LPH 2*. Right: The start of NRSD 11-35(L)'s fourth annual nautical mile run for the under-30 division.



Minn., Bobick appears to be a natural. After entering the Navy he boxed in boot camp at San Diego, but received little opportunity for formal training after assignment to the communications station at Kunia, Hawaii.

Without benefit of a coach or sparring partner, Bobick trained for more than a year before he found his first match. From relative obscurity, he won the Hawaiian heavyweight title.

"It's difficult to train without sparring partners because I can't test new punches," argues the champ, but last April he went to San Diego and won two bouts to qualify for the All-Navy tournament at Orlando. In the All-Navy finals, he took a split decision from SH1 John Hunter and won the championship.

At the interservice tournament, Bobick kayoad Joe Thomas of the Army in the second round.

"Then I lost the hardest match of my career on a split decision to Percy Price of the Marines."

Bobick plans to try out for the U. S. Olympic team for the 1972 games at Munich.

NAUTICAL MILE RUN

ONCE AGAIN the Naval Reserve Nautical Mile Run competition was held at Los Angeles Valley College, and again it was Seaman Mike Wagenbach of Naval Reserve Surface Division (NRSD) 11-35(L) who outdistanced the field and won the salty track honors in the fastest time.

In the open competition (age 29 or younger), Wagenbach ran the nautical mile in 5:04, a full 16 seconds faster than the record time he had established during the race a year before.

In the age 30-40 class, first place was won by FTC

Bob Witman of NRSD 11-20, Long Beach, with a time of 6:19.

In the seniors (over-40) competition, BMC Carl Murphy of MSD 8-97, New Orleans, ran the event in 7:18 to capture first place. (Defending champion of the over-40 category, CDR Earl Rippee, had the previous year run the nautical mile in 6:19 to set the seniors' record, but was unable to compete in the latest races because of a foot injury.)

Runners-up in the nautical mile races were:

Open (under 30) — ENS Jack Ziegler, NRTC 11-46, Santa Monica, 6:09; James H. Todd, *uss Hooper* (DE 1026), 6:14; LT Fred Schack, NRSD 11-35(L), North Hollywood, 6:38; Brian Ings, NRSD 11-17, 6:42.

Ages 30-40 — CDR Donald Hardy, NRSD 11-4(L), Pomona, 6:44; Jim Thompson, NRSD 11-32(L), North Hollywood, 6:48; LT Don Woods, NRSD 11-35(L), North Hollywood, 6:57; LCDR Jerry Glenn, NRSD 11-35(L), North Hollywood, 8:00.

Seniors (over 40) — CDR Robert Degner, NRSD 11-1, San Diego, 7:34; PNC Jose M. Rodriguez, NRSD 11-36(L), Pasadena, 8:11; Fred Koch, NRSD 11-1, San Diego, 8:12; CDR John Perrodin, Naval Reserve Dental Co. 11-3, 8:14.

THESE WERE the fourth annual nautical mile races sponsored by NRSD 11-35(L) of North Hollywood. The races were conducted on a regulation quarter-mile track at Los Angeles Valley College for the second time. (When the unusual race was originated in 1967, the competition was held on the cross-country type course at Valley Plaza Park in North Hollywood.)

More than 50 runners from Fleet and Reserve units throughout the United States participated in the competition. Coaching was provided by Laszlo Tabori, former Hungarian Olympic star and the third man in history to run a conventional (statute) mile in less than four minutes.

Trophies were presented to the first five finishers in each of the three race categories by Rear Admiral Charles Paxton and actress Alida Tennant, and everyone who finished the race received a Nautical Miler certificate.

Miss Tennant, who appeared in the motion picture *The Stewardesses* (and competed in ladies low hurdles and cross-country racing while attending high school in Florida), herself runs two or three miles a day because, she said, "running is one of the best ways to keep your muscles in tone and to control your weight." No argument (see cut).

There have been countless other athletic and recreational achievements by Navy men and women during 1970. We have probably failed to mention certain heroes, record-setters and all-around-good-sports who are deserving of recognition, but as the saying goes, wait'll next year.



Actress Alida Tennant paces with Seaman Mike Wagenbach, winner of the under-30 class of NRSD 11-35(L)'s fourth annual nautical mile run. Miss Tennant runs two or three miles a day to keep in shape.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magazine, Pers-P31, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **uss Harry Lee (APA 10)**—A 30th anniversary reunion for crewmembers who served during the period 1940-1945 will be held in Saugus, Mass., on 5 Dec 1970. For information contact Mike Kutlowski, P. O. Box 142, Hampton, N. H. 03842.

• **Pearl Harbor Survivors Association**—The 1970 convention will be held 5-8 December in New York City. Pearl Harbor veterans who wish to attend may contact John Hentschel, 184 Leverich St., Hempstead, N. Y. 11550, for information.

• **uss PCE 843** — Crewmembers of the period January 1953 to August 1955 who are interested in a reunion may contact Donald Hewett, 4983 Mexico Rd., RD# 4, Fulton, N. Y.

13069, for information.

• **uss Philadelphia (CL 41)**—The eighth reunion of former crewmembers will be held in Hershey, Pa., 29-31 Jul 1971, sponsored by the USS Philadelphia Association. For information contact Frank J. Amoroso, 93 Dunbar St., Somerset, N. J. 08873.

• **58th Seabees**—The 25th annual reunion will be held 14-18 Jul 1971 at Wentworth by the Sea, Portsmouth, N. H. William H. Penney, 15 Putnam St., Revere, Mass. 02151, has the details.

• **uss James C. Owens (DD 776)**—A reunion for crewmembers of the 1950-1952 period will be held in Mt. Pocono, Pa., 29 Jul-1 Aug 1971. Gino Nalaschi, 95 Taroli & Main, Old Forge, Pa. 18518, can provide information.

• **League of Naval Destroyermen**—Early reservations are encouraged for the Fourth Grand National Convention to be held at Mt. Pocono,

Pa., 29 Jul-1 Aug 1971. For information write to the League of Naval Destroyermen, Box "M", So. Windsor, Conn. 06074.

• **uss Tuscaloosa (CA 37)** and **uss Wichita (CA 45)**—Former crewmembers will hold a second joint reunion in Tuscaloosa, Ala., 30 Jul-1 Aug 1971. For information, *Tuscaloosa* men may contact Bernard J. Wolters, 510 Elizabeth, Kansas City, Kan. 66101. *Wichita* personnel should write Joe Glass, 111 Dupre Ave., Norfolk, Va. 23503.

• **uss Essex (CV 9)**—The 1971 reunion for former crewmembers and men who served on board with air groups will be held 5-7 August in New York City. Queries should be addressed to *uss Essex (CV 9) Inc.* Box 10123, Louisville, Ky. 40210.

• **115th Naval Construction Battalion**—These former Seabees will reunite in Kansas City, Mo., 12-15 Aug 1971. Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203, has more information.

All the Law Allows

SIR: The Navy tells me that a separation allowance is a bonus given to a married man to cover the cost of having others do incidental household jobs while he is on sea duty.

This is fine but why don't all married men receive it? Right now, only those in pay grades E-5 and above and E-4 with over four years of service are eligible.

It seems to me that all married men on sea duty should be entitled to the family separation allowance without regard to rank.—J. B. C.

• *Payment of family separation allowance is governed by law and the law says it shall be paid to those in pay grade E-4 having four or more years of service and to those in higher pay grades.*

These are the career men who, when the law was passed, were entitled to transportation of their dependents at government expense.

Now, of course, transportation is authorized at government expense for the dependents of Navymen in pay grade E-4 having more than two

years of service and on active duty commitment of at least six years.

The Department of Defense plans to ask Congress to amend the law to entitle these men to a family separation allowance.—Ed.

The Lady Commands

SIR: I understand that a Commander Holliday has become the first woman officer to take command of an all-male Reserve Surface Division at the U. S. Navy and Marine Corps Reserve Training Center, Gulfport, Miss.

Navy Regulations, Article 1383, states: "Women Officers shall not succeed to command as Commanding Officers except at those activities the primary function of which is the administration of women personnel."

Please explain if someone goofed or if I misunderstood Navy Regs.—CPO M. G. J.

• *Nobody goofed. The lady in question didn't succeed to command; she was detailed to command.*

The article of Navy Regs you cite prohibits a woman officer from succeeding to command in such circumstances as the death or incapacitation

of the CO; but it does not prevent her from being ordered to command by the proper detailing authorities. That may seem to be a fine distinction, but it's an important one.—Ed.

Reenlistment Bonus

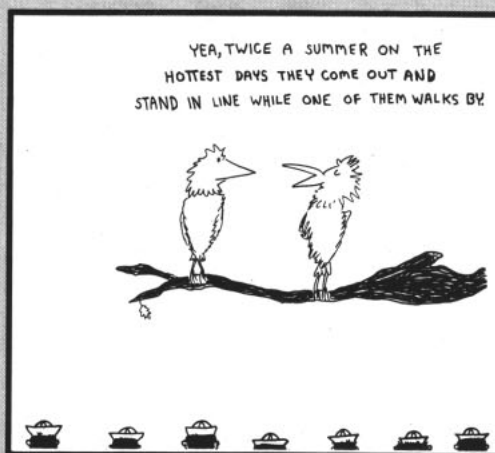
SIR: Has anyone considered increasing the basic reenlistment bonus from the present \$2000 ceiling to a more realistic figure? Considering the pay raises we have received in the last 10 years, it would seem appropriate to raise the bonus, too.

For example, an E-5 with over three years of service for pay purposes receives \$355.50 per month as his base pay. If he reenlists for six years at the end of his first enlistment, his reenlistment bonus would total \$2133 but he would only receive the bonus ceiling of \$2000 and no further bonus for the rest of his Navy career.—R. H., CTTC, USN.

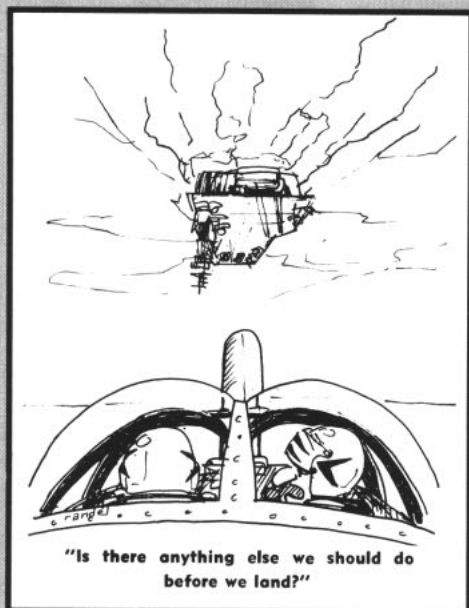
• *The answer to your question is yes. A raise in the reenlistment bonus was recommended in the First Quadrennial Pay Review and is now being studied by DOD.*—Ed.



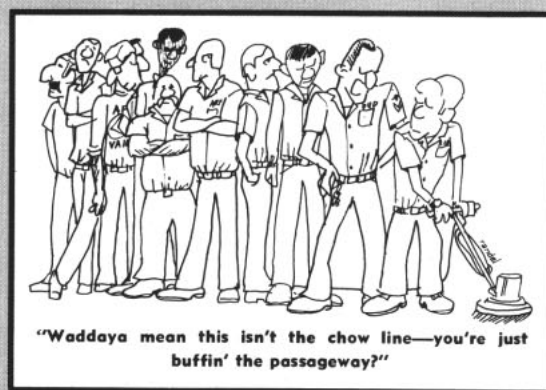
YN3 Kimble P. Randel



page 63

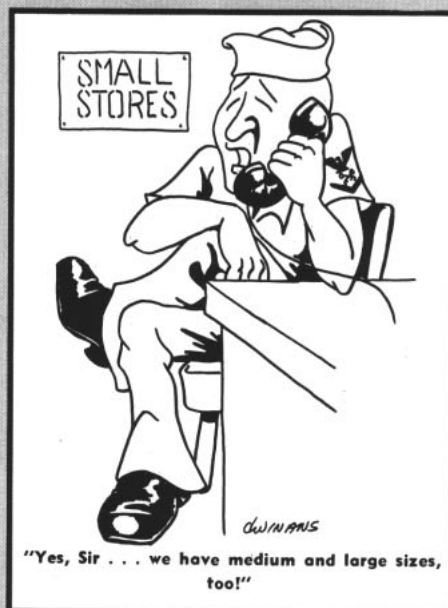
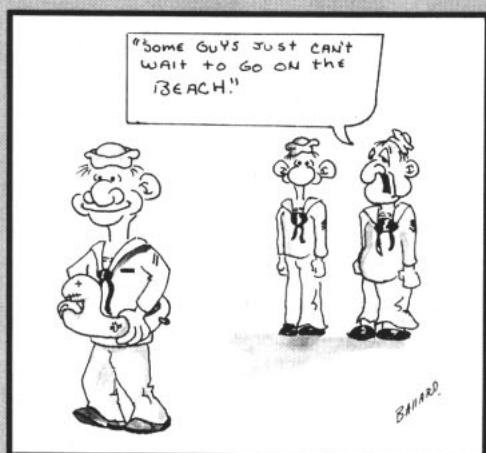


YN3 Kimble P. Randel



CT1 Donald L. Winans

CTSN J. F. Ballard, Jr.



TAFFRAIL TALK

BILL BONNING, 21, and his cousin Terry LaGerould, 20, have joined the Navy—but not to see the world. They already have.

After the two were sworn into the Navy's CACHE delayed active duty program early this year, they made a trip around the globe—by bicycle.

Leaving in April from their home town of Pontiac, Mich., Bill and Terry pedaled through England, the Middle East, Asia (including the Republic of Vietnam), Hawaii, and San Francisco, then home.

The only times they used transportation other than foot-power were when they crossed the Atlantic and Pacific Oceans and the English Channel—and once when they had to take a 15-minute train ride through the third highest pass in the Swiss Alps. That was after they'd tried for three hours to get through seven feet of snow, but finally had to turn back.

When they recycled into Pontiac, behind them were 137 days, \$500, 61 flat tires, 20 new tires and 50 broken spokes.

They had slept alongside the road, under bridges, on bridges, in fields and jungles—and once in an American home in Pakistan with seven servants waiting on them.

Terry and Bill remember a mud house in Turkey; cobblestone streets under their wheels in France; beggars lining the streets in India. They lived on bread and cheese in Europe, then changed their menu to rice pudding and shishkebob in Turkey. They survived earthquakes, sandstorms and monsoons.

Would they make the trip again? Bill's doubtful. Terry says: "Well . . . with 30 or 40 guys and \$10 a day, I'd consider it."

The cousins were scheduled to enter boot camp at San Diego in October.

Terry, after seeing so much illness and suffering, wants to strike for hospital corpsman.

And Bill wants to work in aviation, because he's tired of bicycles.

★ ★ ★

ORDINARILY YOU WOULDN'T THINK a P-3C Orion would make a good nursery. The plane's built for hunting submarines, not carrying babies. But this was an emergency.

Little Lainie Dominguez, born prematurely in Keflavik, Iceland, needed expert care immediately. The closest place she could get it was Wiesbaden, Germany, and the plane available was an Orion of Patrol Squadron 49.

All through the night, two Navy maintenancemen worked on the aircraft's electrical and oxygen systems, mating them to the incubator which would carry the baby.

The plane took off, with a doctor and two corpsmen keeping watch over the tiny passenger.

Then the oxygen supply began to run low.

Lieutenant Mike Grady, plane commander, got the crew organized to use the emergency walk-around oxygen bottles to supplement the waning flow of oxygen to the incubator.

The crew's teamwork did the job. The Orion landed in Germany with oxygen to spare; a waiting ambulance rushed Lainie to the hospital; and at last report, she was doing fine.

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers-P31, BuPers, Navy Department, Washington, D.C. 20370 (see below). **DISTRIBUTION:** By Article 5430100, Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 40 cents per copy; subscription price \$4.50 a year, domestic (including FPO and APO address for overseas mail); \$5.75 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

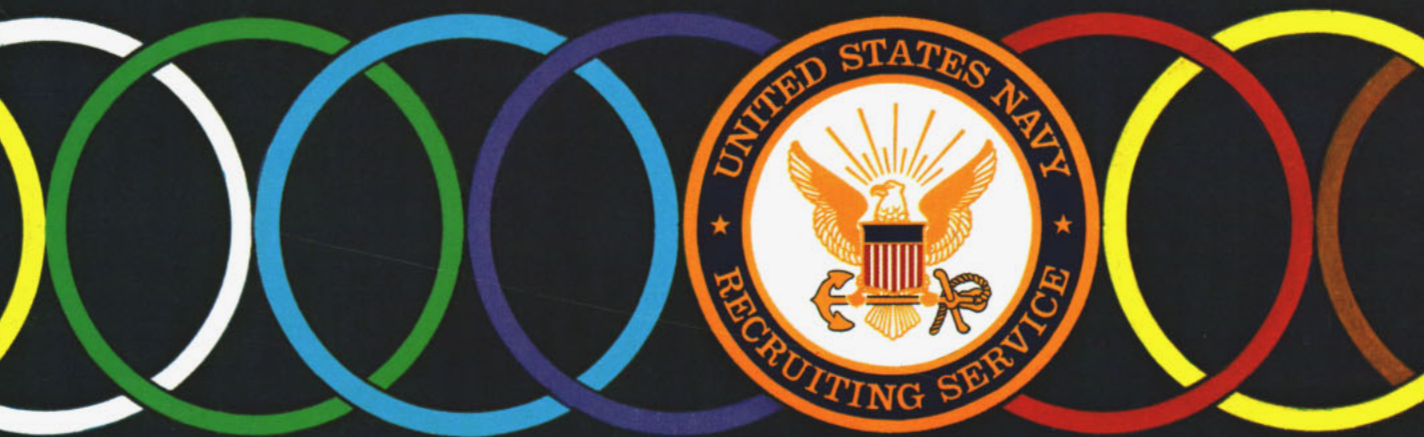
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers-P31, Navy Department, Washington, D. C. 20370.

● **LOOKING UP OR DOWN?**—Clean air pours into USS Permit (SSN 594) through this open hatch after running submerged for several days.—Photo by PH3 D. P. McCloskey.



CRUITING RECRUITING RECRUITING



**LEAVE YOUR MARK ON TOMORROW'S
NAVY ... GO RECRUITER**